

LESLIE'S

ILLUSTRATED

WEEKLY



THE CHARLES SCHWEINLER PRESS.

AFTER THE HUNT.

DRAWN BY ALBERT HENCKE.

For CHRISTMAS GIVE President Suspenders

It is always advisable when selecting presents to buy the things known

President Suspenders Christmas Boxes.



to be good. Of all suspenders Presidents are the best known and best liked. They're the easiest, most comfortable and most durable suspenders.

President Suspenders in handsome Christmas boxes decorated with reproductions of Boileau paintings in colors, make splendid presents for Father, Husband, Brothers, Brothers-in-law, Cousins, Nephews and Friends. Give each a Christmas box of Presidents.

If your home stores have no President Suspenders in Christmas boxes, buy of us by mail. 50 cents postpaid.

THE C. A. EDGARTON MFG. CO., 589 MAIN STREET, SHIRLEY, MASS.

President Suspenders AND Ball Bearing Garters

Christmas Combination Boxes.



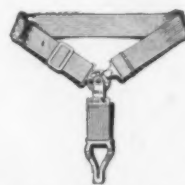
Our Christmas "Combination Box" contains a pair of President Suspenders and a pair of Ball Bearing Garters, and costs 75 cents. Suspenders 50 cents—garters 25 cents—no charge for the beautiful colored Christmas picture box.

You will not find anything else so useful, so prettily boxed for so little money.

The suspenders and garters are the kind worn by most men, so you are sure of the right kind. And there's much satisfaction in knowing you made the right selection.

If your home stores have no "Combination Boxes," buy of us by mail. We will send you the Christmas Combination Box of suspenders and garters postpaid, for 75 cents.

THE C. A. EDGARTON MFG. CO., 589 MAIN STREET, SHIRLEY, MASS.



Ball Bearing Garter.

1908 Calendar and 3 Philip Boileau Panel Pictures 25c.

Copies of Philip Boileau's pictures are usually sold by art dealers at a dollar and over, yet we give 3 copies of Boileau's latest paintings with our 1908 President calendar for 25c. The 3 pictures are full figures of beautiful American women—the Debutante, the Bride, the Matron. The decoration is the queen Rose—the rich red American beauty, the delicate pink Bridesmaid, and the glorious yellow de Dijon.

The pictures are done in 12 colors on highly finished panels 6 3/4 x 15 inches. No advertising on the pictures. They are fit for framing, or grouping and hanging without frames.

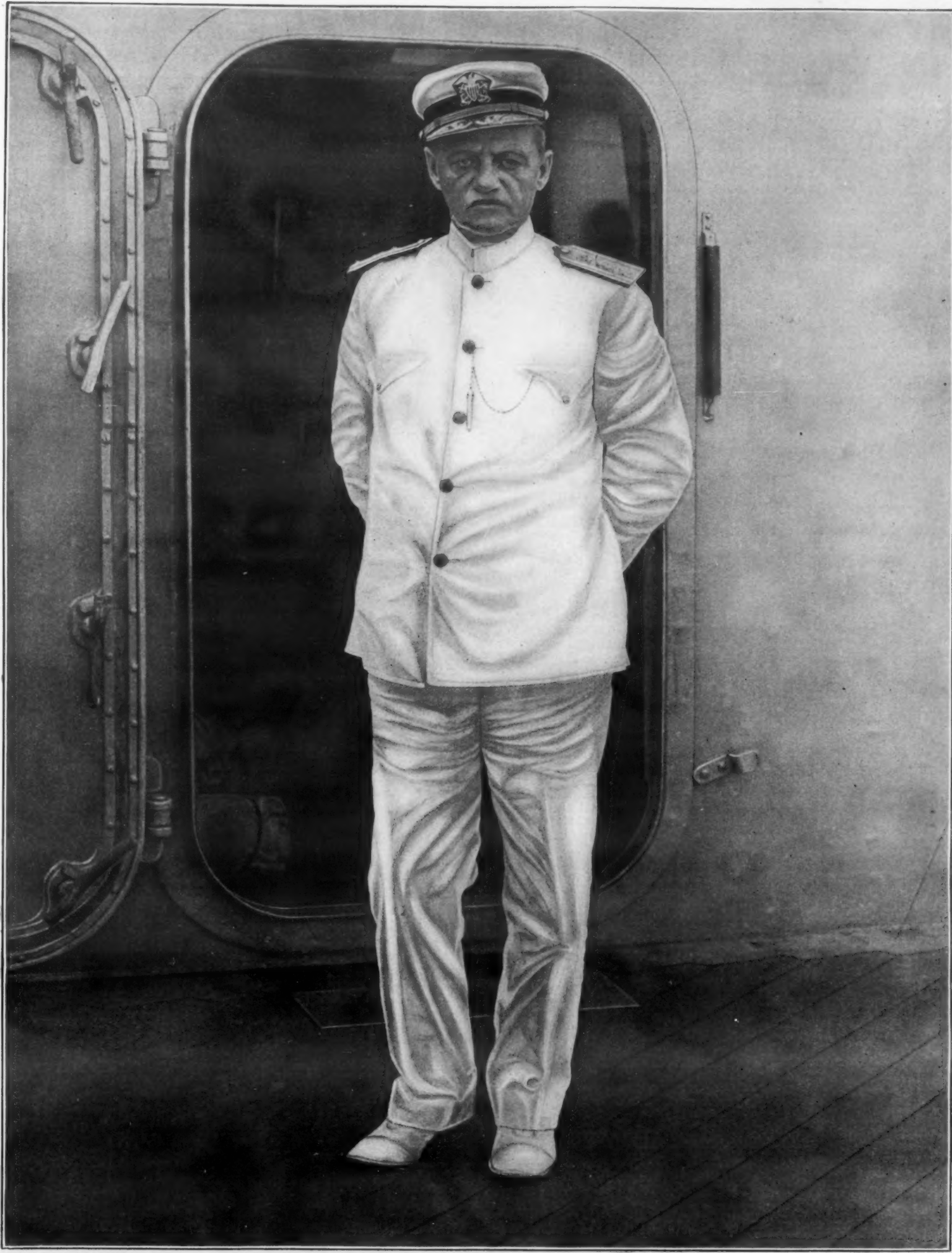
You'll want the 3 pictures and calendar for your room, and perhaps you will buy sets to give as Christmas presents. Each year more orders are received for our calendars than we can fill, it is therefore advisable to order early. We mail the 3 pictures and calendar postpaid, for 25c. Now ready.

THE C. A. EDGARTON MFG. CO., 589 MAIN STREET, SHIRLEY, MASS.

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ILLUSTRATED
WEEKLY

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Most Picturesque Figure in the American Navy

REAR-ADMIRAL ROBLEY D. EVANS, KNOWN THE WORLD OVER AS "FIGHTING BOB" EVANS, WHO WILL COMMAND THE GREAT ATLANTIC FLEET IN ITS 14,000-MILE CRUISE AROUND CAPE HORN TO SAN FRANCISCO.

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LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

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NOTICE TO THE PUBLIC.

Parties representing themselves as connected with
LESLIE'S WEEKLY should always be asked to pro-
duce credentials. This will prevent imposition.The publishers will be glad to hear from subscribers who have just
cause for complaint of delay in the delivery of their papers, or for any
other reason.If LESLIE'S WEEKLY cannot be found at any news-stand, the publishers
would be under obligations if that fact be promptly reported on postal
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Thursday, December 5, 1907

A Transformed Senate.

THE SENATE at Washington which was called to order at noon on December 2d, 1907, shows more new faces in its membership than appeared there at any previous time since the restoration of the eleven ex-Confederate States after the close of the Civil War. Death and the accidents and mutations of politics have been busy recently in transforming that chamber. Morgan and Pettus of Alabama, Berry of Arkansas, Alger of Michigan, Clark of Montana, Dryden of New Jersey, Carmack of Tennessee, Blackburn of Kentucky, Patterson of Colorado, Spooner of Wisconsin, Millard of Nebraska, and Dubois of Idaho are among the well-known figures who have dropped out of that body.

Some of the new Senators are likely to give a good account of themselves. Ex-Representative Bankhead and ex-Governor Johnston, who succeed Morgan and Pettus, respectively, are strong men, but in influence and picturesqueness they will necessarily fall short of their predecessors. Curtis of Kansas, William Alden Smith of Michigan, Dixon of Montana, Taylor of Tennessee, and others, have made a reputation in public office, and their constituents believe they will meet all the demands of their new station. Ex-Governor Jeff Davis, of Arkansas, who displaces the veteran Berry, belongs to that raw, crude element of the new South which is represented by Tillman and Vardaman, who would have been impossible in the old days. Borah of Idaho, who succeeds Dubois, made a national reputation in the management of the case for the prosecution in the Haywood trial, and is a man of ability and force.

The gray heads will be less numerous in the present Senate than they were in that which stepped out a few months ago. The deaths of Alger, Morgan, and Pettus, and the retirement of Blackburn, Berry, and Clark will cut down the Senate's age average in its membership many points. In a partisan sense the new Senate will be a little more one-sided than was the preceding chamber. Of the ninety members from the older States who answered to their names at roll-call on the second of December, sixty-one were Republicans and twenty-nine were Democrats. Oklahoma's members, both of whom are Democrats, will redress the balance to a slight extent, and will add two new faces to the chamber.

"The gods are all dead!" exclaimed "Tom" Corwin when, on the eve of the Civil War, he returned to Congress after a few years' retirement. From one or the other of the chambers in which he had served there had dropped out in the interval Webster, Clay, Calhoun, Benton, John Quincy Adams, William Rufus King, and other veterans whose names had been familiar for more than a generation. To-day, in a much shorter period, death has made an almost equally sweeping change in the Senate's personnel.

Mayors as Men of Destiny.

WHEN Mr. Cleveland stepped from the mayor's office in Buffalo into the governorship at Albany, preparatory to removing his field of activities to the White House, did he realize the extent to which he increased the prestige of the executive post in important cities? Probably not. Several persons who have held that office in the past few years have been mentioned in connection with higher office. Some of them have gone higher. Governor Higgins, of Rhode Island, had previously been mayor of Pawtucket. Mayor Hewitt, of New York, who beat Roosevelt and Henry George in the triangular race of 1886, had his name coupled with the presidential nomination afterward, but did not receive it. "Golden Rule" Jones, Toledo's mayor, ran for the governorship of Ohio, but was defeated. A

like fate befell the present mayor of Cleveland, Tom L. Johnson. Many mayors, present and recent, became national figures. Among these are: McClellan of New York, Carter H. Harrison of Chicago, Rose of Milwaukee, Wells of St. Louis, Brand Whitlock of Toledo, Fitzgerald of Boston, and Dunne of Chicago. Until Schmitz of San Francisco got into the trouble which has placed him behind prison bars, he too had a name which politicians coupled with higher station.

The contest of 1905, which attracted most attention throughout the country, was that of Hearst against McClellan for the post of mayor of New York. Cleveland was a centre of interest in 1907 for a similar reason. Congressman Burton made the canvass there in a fruitless endeavor to defeat Tom Johnson, who has already, on the Democratic ticket, carried that Republican city three times. It is understood that President Roosevelt and Secretary Taft urged Burton to accept the candidacy for mayor. Taft backed him up by one or two interviews which were published all over the country. If Burton had won, the triumph would have been supposed to mean that Taft would get the solid support of Ohio in the presidential convention of 1908, with or without Senator Foraker's consent.

What would have been the effect on Roosevelt's future if he instead of Hewitt had been elected mayor of New York in 1886? Possibly that would have sent him to the presidency without the aid of the Spanish war. For a man of ability, energy, and versatility that post offers great opportunities for distinction. DeWitt Clinton resigned from the Senate at Washington to become mayor of New York, and his work in that office aided in getting him the presidential nomination in 1812.

What the Railroads Owe to Roosevelt.

THE ANNOUNCEMENT by B. L. Winchell, president of the Rock Island Railroad Company, that that road has gone out of politics and will stay out, is of importance as a symptom of the drift of things. For the protection of their own interests the roads were forced to have lobbies at Washington and at the State capitals, to put up and pull down candidates for offices, and to make themselves a power in the politics of the country. In each branch of Congress and in the Legislatures of most of the States many members are pointed out as representatives of the railroads rather than of the people. A taunt which has enough truth in it to give it ready credence is that, for a large part of the time in recent years, New York has been controlled by the New York Central road, New Jersey and Pennsylvania by the Pennsylvania, California by the Southern Pacific, and most of the region between St. Paul and Seattle by the Great Northern and the Northern Pacific.

Recent railway legislation, beginning with the Hepburn amendment of 1906 to the interstate-commerce law of 1887, and supplemented by the acts of various Legislatures, together with the suits which have been brought by the government against rebating and other abuses, have worked a general reform among the roads, and have cut them loose from all connection with politics of any sort. The measures against the roads which have been proposed have all been placed on the statute-books, and there is nothing more for the roads to fight against. All the legislation in that direction which the people have asked for has been granted. The roads, therefore, have nothing further to fear or hope from the State and national law-makers, and are now giving their whole time to their legitimate business of handling the traffic as expeditiously and cheaply as possible, and of putting their facilities at the service of the public. They should be left unmolested by our law-givers while the good work is going on.

This is one more of President Roosevelt's achievements. He saw certain abuses in railway management and he corrected them. The roads were not altogether responsible for them at the outset, but were forced into them in self-protection or in retaliation. In this way, however, the roads gave a pretext for demagogues to assail them, and turned a large portion of the intelligent and public-spirited people of the country against them. The new legislation has changed the situation. By the abolition of passes and the withdrawal of their lobbies from the national and State capitals the roads have a chance to practice economies which were impossible heretofore, can give the people better service, and are at the same time disarming the popular hostility which had long been directed against them. For this change in their favor they should give President Roosevelt their heartfelt thanks.

No Time for Parsimony.

IT MAY require a considerable degree of philosophy and Christian fortitude on the part of many to keep the approaching holiday season with thankful and joyous observances. The national impulse, even in many a home of wealth, will be to curtail expenses that seem unnecessary, and in some cases such curtailment will be imperative. But such retrenchments of the well-to-do should be made with the utmost conscientiousness—hardly less than that with which they scrutinize their contributions to charities, upon which this year's demands will be particularly heavy. If, as Dr. Johnson asserted, the expenditures of the rich upon luxuries do more to promote general well-being than the same amounts dispensed as alms, there is a grave responsibility upon the wealthy man who suddenly cuts off the number of those who look to him for employment. It is pleasant to know that in this, as in former periods of financial depression, many employers

of labor are so considerate that they are keeping their work-people busy, even at an immediate pecuniary loss. Not unpleasant to contemplate is the fact that in the enforced dropping of names from pay-rolls the first to go will be the employes who have been least efficient and have shown least regard for the interests of their employers—and, unfortunately, the number of such has been markedly increasing of late years. Yet this action, though stern, must be admitted to be just, and it may not, in the long run, be without its salutary effects upon our whole industrial system. The brighter side of the shield is seen in the action of the great telegraph company which, while it was unable to give back their places to the men who had unsuccessfully "struck," recently rewarded those operators who had remained with the company by a substantial increase of wages.

The Plain Truth.

EVEN college professors occasionally make very foolish remarks. We do not wish to be too severe upon Professor Joseph H. Drake, of the law department of the University of Michigan, but if he has been correctly reported and has not been endeavoring to make a joke at the expense of his hearers, his suggestion that Mr. Roosevelt should be elected as king of the United States must be characterized as entirely ridiculous. Nothing in President Roosevelt's conduct or attitude has justified any such suggestion, even if it is made in jest. All his addresses go to show that he acquiesces in the views of the founders of the government regarding the perpetuation of one-man power. He has never given any indication that he has receded from his position, announced at the beginning of his elected term, that he will not accept a renomination. More than that, he has reiterated his determination to that effect, and all rumors to the contrary are absolutely without foundation and come from other than presidential sources.

HOW CAN a railroad company do business and earn dividends for its stockholders if public officials in all the States act as arbitrarily as those in Texas are doing? Here is a magnificent commonwealth, needing railroads more than any other State in the Union, whose Legislature, by oppressive enactments, has harassed the railways operating within its borders until they are forced to institute new economies and to lay off some 8,000 employes. Then comes the State railroad commission, enacting the rôle of the Friend of the People, as the Legislature with its club played the part of the Foe of Corporations, orders an investigation to determine whether the railroad companies are threatening the safety of the public by these reductions of their operating forces. Of course the safety of travelers should be insured without reference to economic considerations; but in this regulation and re-regulation by partisan legislators and commissioners, mindful of political advantage first and protection of property rights thereafter, railroad officials may be pardoned if they see little but evil ahead, and that capital is turning away from Texas as fast as it can.

SECRETARY ROOT'S paternal admonitions to the representatives of the Central American nations in conference at Washington show him to be a constructive statesman, one who believes in tearing down only what he can replace with something better. Probably no other American statesman could give advice to those representatives with so great a certainty of its being well received; the Latin-American diplomats will show wisdom if they proceed to follow his suggestions that "the all-important end to accomplish is that while you enter into agreements which will be framed in consonance with the most peaceful aspirations, you shall also devise some practical methods under which it will be possible to secure the performance of these agreements." His speech before the peace conference also made tactful reference to the security of life and property guaranteed under the laws of the United States; and, while this reference was made only by way of illustration, it can hardly have failed to impress the conferees with the necessity of their guaranteeing internal order, as well as bringing about peace among the various members of the family of Central American republics.

WE HESITATE to disagree with the American Newspaper Publishers' Association in the conclusions that nothing but free pulp will relieve the white-paper situation; but has it occurred to the daily newspapers that they have a less drastic remedy within their grasp? Why not use less paper and charge more for the newspaper product? Our genial and gifted friend, Mr. John Norris, of the New York Times, who argues in favor of the removal of the duty on Canadian pulp, must know that the Times is easily worth two cents a copy, instead of the one cent for which it may now be purchased; and our equally genial and gifted friend, Mr. Don Seitz, of the New York World, would probably be among the first to admit that the Sunday World would delight as many readers if it weighed a few pounds less. Moreover, are the Republican editors and publishers who are demanding free trade in the raw material blind to the effect which their example will have upon the question of protection? It is time that they realized that the relief of no special industry which might be benefited by free trade should be considered to the detriment of others in the alteration of tariff schedules, especially at a time when changes in the tariff would be fraught with danger to the already unsettled business interests of the country.

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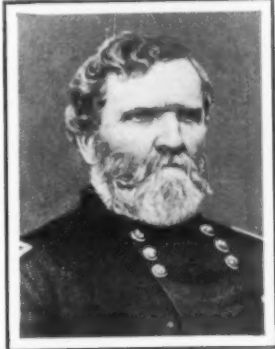
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PEOPLE TALKED ABOUT

AN ATLANTA, Ga., capitalist, has the honor of being more times a bank president than any other man in the world. He is William S. Witham, and he now controls 110 country banks, with capitals ranging from \$25,000 to \$109,000. Some of these institutions are State, and others national, banks. They are conservatively managed, and each one is conducted independently of all the rest. Mr. Witham began life on a salary of \$4 per week in New York City. Eighteen years later he was earning \$5,000 per year in the service of the same firm. Subsequently he went into business on his own hook and made a fortune of \$100,000. After that he went into the banking business, in which he has prospered marvelously.

RECENTLY a sensational story was circulated to the effect that General Grant, Admiral Farragut, and General George H. Thomas had applied to the Confederate government just before the outbreak of the Civil War for commissions in the Southern service. So far as Grant and Farragut were concerned, a very prompt denial and end was given to the tale. The statement regarding General Thomas persisted for a while and excited some discussion. Certain persons in the South professed to possess "particulars" verifying the assertion that he had wavered in his allegiance to the Union. But this is an old story, which was years ago refuted by the biographer of the "Rock of Chickamauga." It is too late at this day to attempt to convict General Thomas of feeble attachment to the Union. Although he was a Southerner by birth, there was no more devoted officer in the Union army than he. Unjustly regarded with suspicion by his superiors during a portion of the Civil War, he never, by word or deed, gave the least ground for doubt as to his sincerity as a defender of the flag. He was one of the ablest of our generals, and his services were brilliant and of exceptional utility. General Sherman, one of the most competent of military critics, had the highest opinion of Thomas as a soldier and man.



GENERAL GEORGE H. THOMAS, The famous "Rock of Chickamauga," whose memory has been unjustly assailed.—Courtesy D. Appleton & Co.

THE DEATH of Dr. George Sullivan Carter, at Tarrytown, N. Y., has brought to light a remarkable exhibition of patriotism on the part of the doctor and his father. Both were in succession heirs to a large estate in England, and each could have secured it by renouncing American allegiance and becoming a citizen of Great Britain, but each refused to do that.

SOMETHING more than a year ago Mrs. Burke-Roche, daughter of Frank Work, caused a sensation in New York society by announcing her marriage with Aurel Batonyi, a well-known whip and riding-master. The marriage was very distasteful to Mr. Work, who is a millionaire, and caused an estrangement between him and his daughter. Mrs. Batonyi went with her husband to reside on a small farm not far from Newport, R. I., where for some time the couple appeared to live contentedly and happily, although Mrs. Batonyi's allowance from her father was discontinued. Not long since, however, a separation took place between Mr. and Mrs. Batonyi which was supposed to have been effected by her father and some of her friends. Mrs. Batonyi became reconciled to Mr. Work and refused longer to recognize Mr. Batonyi as her husband. Her change of attitude was partly due to the fact that her own children declined to accept Batonyi as their step-father. Mr. Batonyi was so resentful of the situation that he announced that he had entered suit for \$1,500,000 against Frank Work, Mr. and Mrs. Peter Cooper Hewitt, and Frank K. Sturgis, of New York, alleging that they had alienated from him the affections of his wife. He declared that he did not want the money for himself, and that he would give any damages he might recover to charity. This remarkable step on his part naturally created as great a sensation in society as the marriage itself had done.



MRS. AUREL BATONYI, Daughter of Millionaire Frank Work, who has renounced the riding-master whom she married.—Sketch.

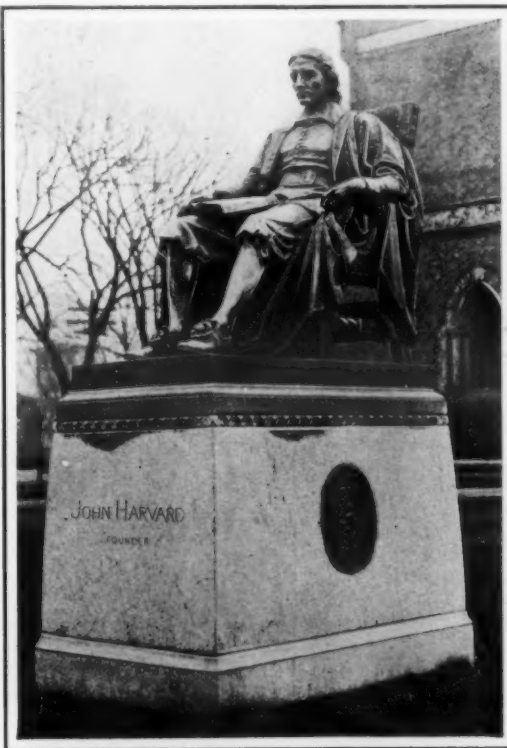
MARYLAND enjoys the distinction of having the oldest, as well as the youngest, member in the Sixtieth Congress, which is now in session, and not the least remarkable circumstance of this coincidence is the difference in their respective walks of life. Senator William Pinkney Whyte, Maryland's "Grand Old Man," is a grandson of William Pinkney, perhaps the



THE OLDEST AND THE YOUNGEST MAN IN CONGRESS. Senator William Pinkney Whyte (at right), in his eighty-fourth year, and Representative Harry Wolf, in his twenty-sixth year, both of Maryland.—Mrs. C. R. Miller.

ablest lawyer of his day, and one who served his State and country in many responsible positions. Senator Whyte, now in his eighty-fourth year, is still vigorous in mind and body, and during the recent campaign in Maryland stumped the State with the same intensity of feeling and brilliance of oratory as he did fifty years ago. In his long public career he has filled with honor every high office within the gift of the people of his State. Harry Wolf, the infant of the House of Representatives, was born and reared under conditions just the opposite. Compelled in early life to make his living, young Wolf sold newspapers; later he became an office boy, and finally studied law. This was accomplished only through privations which would have subdued the ardor of a less resolute character, but this ambitious young man plodded on with energy, pluck, and ability, and when a little more than twenty-five years of age he carried a district which for many years had been represented by a Republican. The distinguished grandson of the illustrious Pinkney reached out his fatherly hand to the once barefooted Wolf, guiding the boy along the lines of a useful and honored public servant.

HARVARD UNIVERSITY, now one of the leading educational institutions of the world, had a very humble beginning. Lately it celebrated the 300th anniversary of the birth of its founder, the Rev. John Harvard, who died at Cambridge, Mass., in 1633, bequeathing one-half of his property of \$7,500 for the erection of a college, to which he left his library of 320 volumes. This appears, from the standpoint of the present, a very small gift to the cause of education, but it was relatively a good-sized one for that day, and it laid the foundation of one of the greatest schools ever established. The little college has expanded into a big university with more thousands of students than there were tens in its early years. Coincidentally with the growth of the institution has



HUMBLE CREATOR OF A GREAT SCHOOL. Statue, on the institution's grounds, of the Rev. John Harvard, founder of Harvard University, which lately celebrated the tercentenary of his birth.—Boston Photo News Co.

grown the fame of John Harvard, whose name is now a household word. Mr. Harvard was the son of a butcher in London, England. His mother, having some property, sent her son to Cambridge, where he was graduated. Subsequently he became a dissenting minister, and in 1637 sailed for New England and settled in Charlestown, Mass., where for the rest of his life he was the pastor of a church. His life apparently was uneventful, the principal act of his career being the donating of his possessions to the college. His tercentenary was celebrated by memorial services, addresses, a display of memorabilia, a torchlight parade, etc., the exercises being largely attended by the students and graduates.

FOR CENTURIES the great Kohinoor diamond, of India, had been famed as the largest and most valuable precious stone of its kind in the world, but its glory was eclipsed when the Cullinan diamond was discovered in the Premier mine at Pretoria, in the Transvaal. This great gem in the rough weighs over three thousand carats, or about one and one-third pounds avoirdupois. Its value is estimated at about one million dollars, and it has been regarded as too expensive a trinket for even a multi-millionaire to possess. In order to prevent its division into smaller gems, and in order to testify their loyalty to the British government, the people of the once rebellious Transvaal decided to present the diamond to King Edward of England, for whom they have the greatest esteem because of his kindly and peace-loving nature. The presentation was made to the sovereign at Sandringham, Eng., on his recent birthday by the Hon. Sir Richard Solomon, agent-general of the Transvaal colonies. The presentation was performed without any public formalities, and thus King Edward became owner of the world's most valuable gem with less ceremony than often attends the bestowal of a trifling gift. The diamond will be included among the crown jewels, and of course will be displayed only on very extraordinary occasions.



SIR RICHARD SOLOMON, Who presented the world's biggest diamond to King Edward. Graphic.

POSSESSING in her own right a fortune of \$2,000,000, Miss Nellie Huntington, of Cleveland, Ohio, daughter of a late Standard Oil magnate, has forsaken society and is devoting her time to the teaching of classes of girls in a social settlement at Cleveland. Miss Huntington has lately been instructing her pupils how to make the most of life in a flat.

THE MOST praised man in England, of late, has been Mr. David Lloyd-George, president of the board of trade, who intervened to prevent the greatest railroad strike with which Great Britain was ever threatened. Mr. Lloyd-George brought about an agreement between eleven leading railway companies and representatives of the Amalgamated Society of Railway Servants, numbering nearly 100,000 men, by which the men's grievances were referred to a board of conciliation. Both sides were practically forced to accept this plan of settlement by Mr. George, who warned them of the terrible consequences of the proposed strike. Mr. Lloyd-George, now in his forty-fifth year, obtained his present position at an unusually early age. He entered Parliament when only twenty-seven years old, as the result of a campaign against clerical tyranny in Wales, which made him the most conspicuous figure in the principality. Although born in Manchester, England, he is a Welshman, and speaks the language of his forefathers as fluently as he does English. In Parliament he displayed remarkable gifts as a debater, even attacking and crushing such a past master of public speaking as Joseph Chamberlain. He vigorously opposed the prosecution of the Boer war, which made him very unpopular in certain quarters, his life at times being in actual danger. He was instrumental in carrying much reform legislation through Parliament, and, as head of the board of trade, he has added greatly to his reputation.



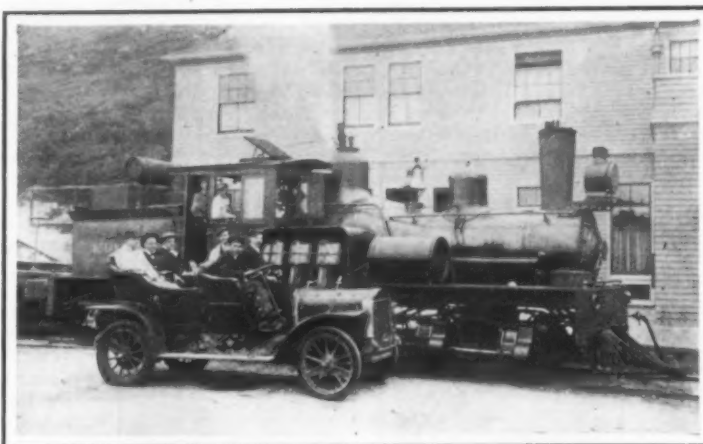
DAVID LLOYD-GEORGE, The most praised man in England. Illustrated London News.

The Man in the Auto

STATISTICS of travel in New York City show that more than one-third of the carriage traffic of the city is carried on in automobiles. In a given twenty-four hours, 3,300 automobiles passed a given point in Fifth Avenue, as against 5,825 hansoms, coupés, etc.

A CO-OPERATIVE automobile club has been organized by the physicians of Vienna. The plan is to persuade the manufacturers to build cars especially adapted to doctors' work. On payment of a moderate sum, to be followed by monthly installments, the club will assist the physicians to become automobile owners. The monthly payments will be less than the present cost of hiring a carriage by the month, as most doctors do. The club now has about twenty members, but it is hoped that it will increase its membership to at least two hundred.

IT IS often suggested that special automobile toll-roads be maintained, and the suggestions seem to meet with an increased amount of favor. The Long Island Motor Parkway is, of course, an extreme example of the interest taken in such projects, and it will probably form a model for many others of similar character. Automobileists who object to the general principle of tax-



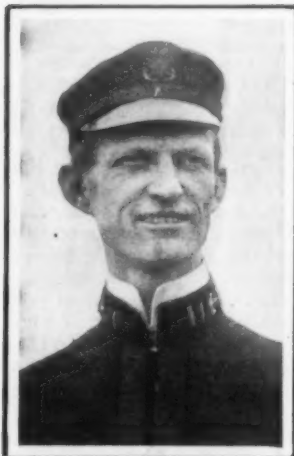
MOUNTAIN-CLIMBING AUTOMOBILE AND LOCOMOTIVE—WHITE STEAM-CAR REACHES THE RAILWAY STATION ON THE SUMMIT OF MT. TAMALPAIS, NEAR SAN FRANCISCO, AS EASILY AS A TRAIN.—Inkersley.

ing motorists for the use of roads to a greater extent than others who enjoy the same privileges have been, in some cases, converted to the toll-road project in the hope that its adoption may prove to be a step toward the maintenance of good roads for all purposes.

THE SUBJECT of narrow tires as a menace to the maintenance of good roads has been brought prominently before automobilists of New York State by a formal request from the State engineer for suggestions looking to the regulation of the use of such tires on the roads of New York State. Meetings have been held in various cities at which recommendations have been made for the passage of a wide-tire law applying to all parts of the State.

WILLIAM SHROEDER, of Los Angeles, recently made a 4,500 mile trip from that city to San Francisco, across the mountains to Reno, into the heart of the desert mining country of Nevada, and back. He used a forty-horse-power car, and experienced almost all kinds of weather and road conditions. In some parts of the journey it was necessary to build roads, and even bridges. When the car went through the Sacramento valley the floods were at their height, and for miles it had to proceed through several inches of water. With the exception of the usual adjustments necessary on a long trip, the car completed the journey without mishap.

GREAT BEAR SPRING WATER. "Its purity has made it famous." 50c. per case.



LIEUTENANT H. I. CONE,
Commander of the torpedo-boat
flotilla.—Copyrighted by
Enrique Muller.



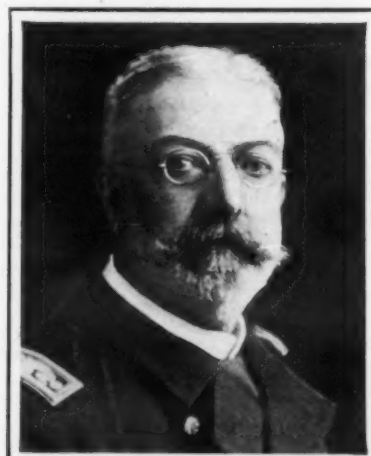
TORPEDO-BOAT FLOTILLA AT THE NORFOLK NAVY YARD JUST BEFORE IT SAILED FOR THE PACIFIC.
Left to right: Torpedo-boat destroyers Hull, Lawrence, Hopkins, Whipple, Truxtton.
Copyrighted by Enrique Muller.



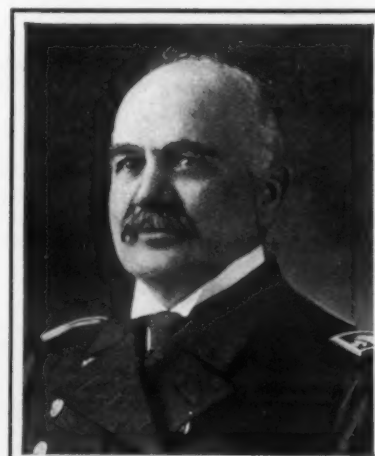
MAJOR D. WILLIAMS,
Commander of marines on the fleet
which is to sail to the Pacific.
Copyrighted by Enrique Muller.



CAPTAIN W. H. H. SOUTHERLAND,
Commander of the battle-ship New Jersey.
Harris & Ewing.



CAPTAIN TENEYCK D. W. VEEDER,
Commander of the battle-ship Alabama.
Harris & Ewing.



CAPTAIN HUGO OSTERHAUS,
Commander of the battle-ship Connecticut.
Harris & Ewing.



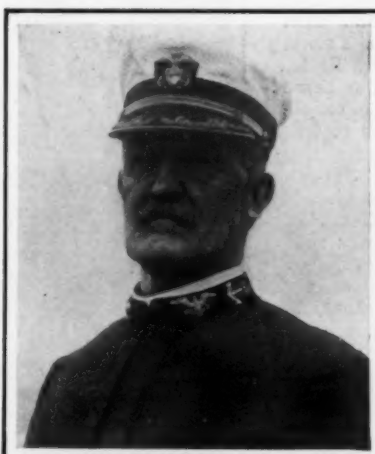
CAPTAIN R. R. INGERSOLL,
Admiral Evans's chief-of-staff.—Copyrighted
by Enrique Muller.



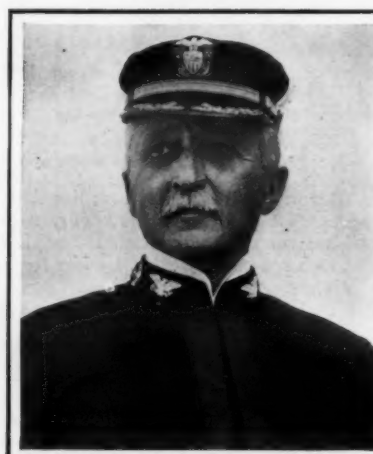
CAPTAIN R. WAINWRIGHT,
Commander of the battle-ship Louisiana.
Copyrighted by Enrique Muller.



CAPTAIN W. C. COWLES,
Commander of the battle-ship Kentucky.
Copyrighted by Enrique Muller.



CAPTAIN J. B. MURDOCK,
Commander of the battle-ship Rhode Island.
Copyrighted by Enrique Muller.



CAPTAIN C. W. BARTLETT,
Commander of the battle-ship Ohio.
Copyrighted by Enrique Muller.

CRUISE OF THE GREATEST AMERICAN FLEET TO THE PACIFIC.

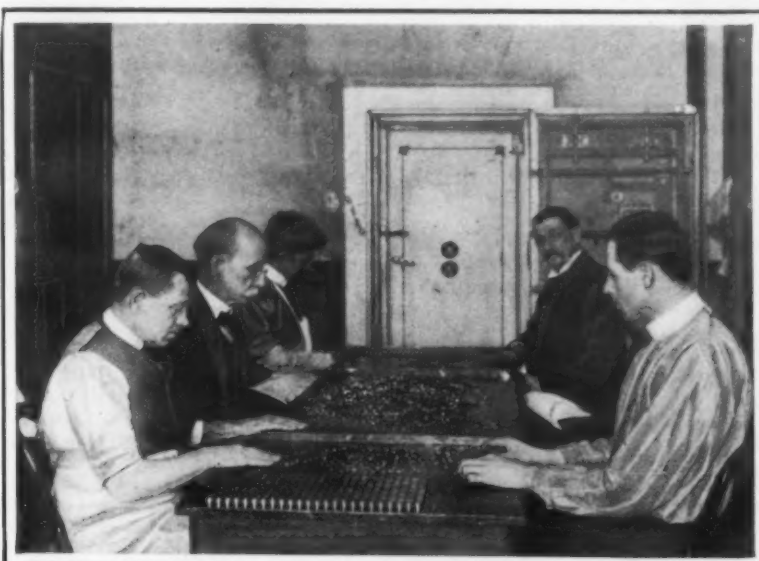
SOME OF THE COMMANDERS OF NAVAL VESSELS THAT WILL PARTICIPATE IN THE REMARKABLE VOYAGE FROM HAMPTON ROADS, AROUND CAPE HORN, TO SAN FRANCISCO.

News Photo Prize Contest—China Wins

UNUSUAL AND IMPORTANT EVENTS OF THE TIME SNAP-SHOTTED BY OBSERVANT AND SKILLFUL CAMERA ARTISTS.



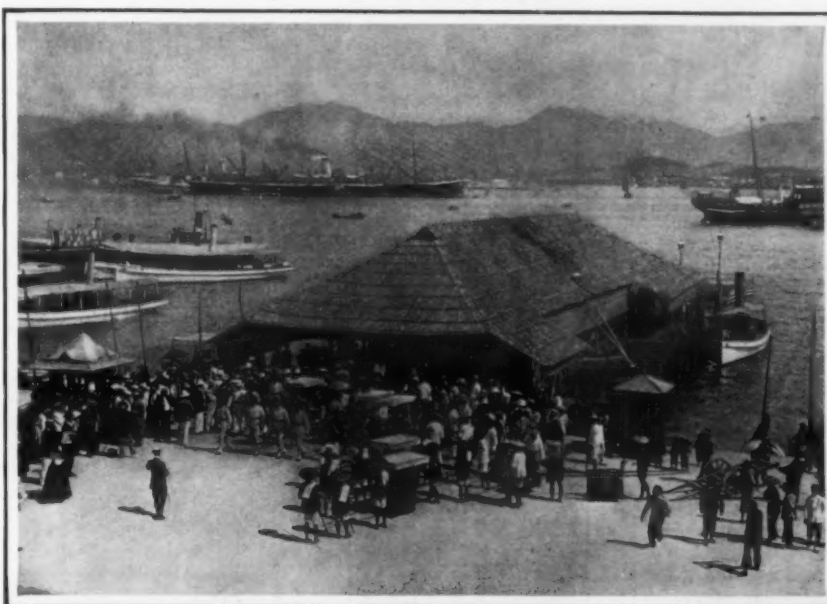
REMARKABLE PICTURE OF THE WRECK OF THE SAVANNAH LINE STEAMSHIP "CITY OF BIRMINGHAM," VALUED AT \$125,000, WHICH STRUCK A SUNKEN SCOW AND SANK IN BOSTON HARBOR—HER CREW BARELY ESCAPED.—*Boston Photo News Co., Massachusetts.*



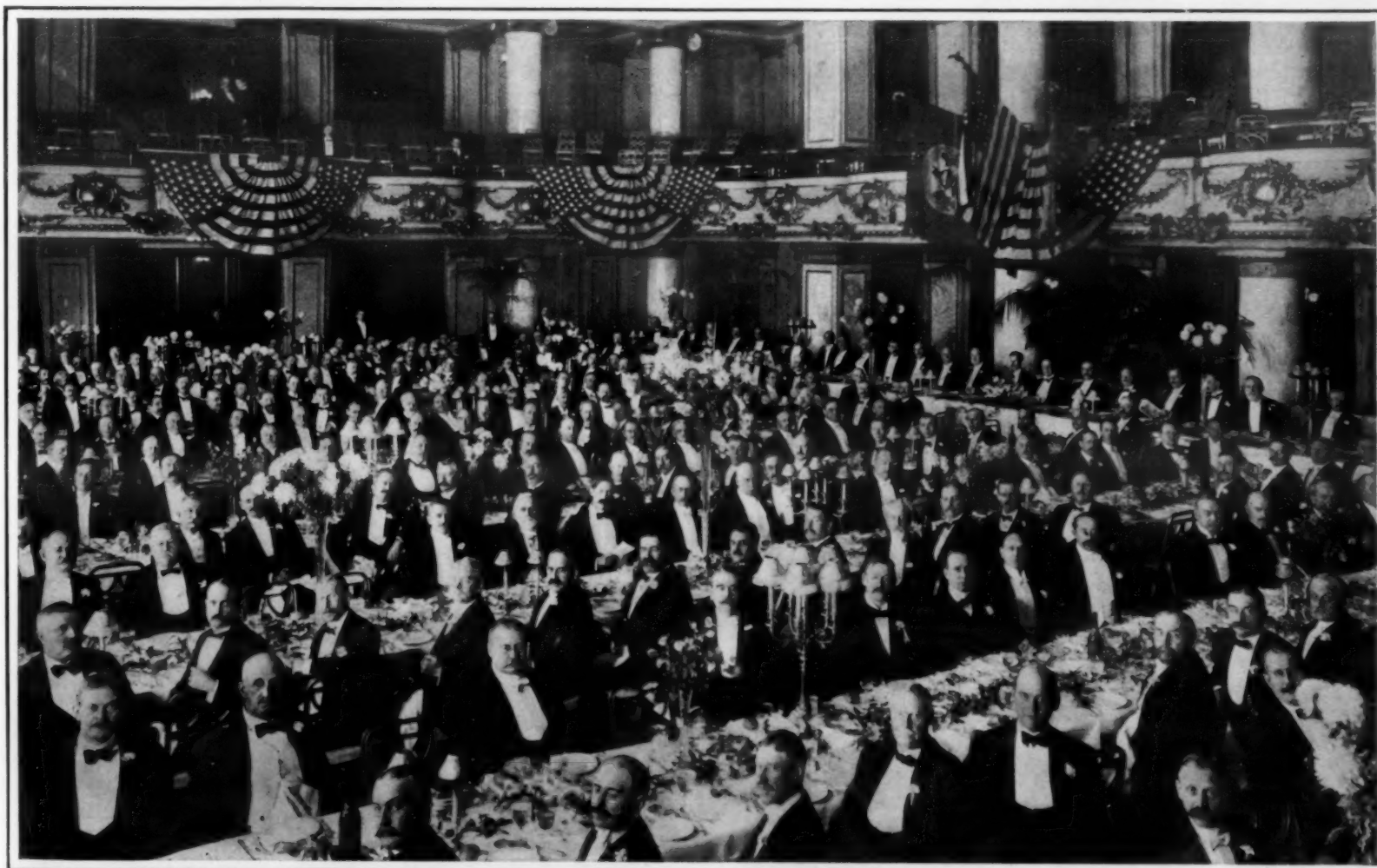
COUNTING GOLD COIN AT THE PHILADELPHIA MINT, WHICH IS WORKING NIGHT AND DAY TO TURN OUT \$60,000,000 TO RELIEVE THE MONETARY SITUATION.
Mrs. C. R. Miller, Maryland.



A MIDNIGHT WRECK ON THE ST. PAUL RAILROAD NEAR SHERWOOD, WIS.—RUINS OF A FLYER AND A FREIGHT TRAIN WHICH COLLIDED AND LEAPED FROM THE TRACK, TWO TRAINMEN BEING KILLED.—*Harry F. Blanchard, New York.*



(PRIZE WINNER, \$10.) SECRETARY OF WAR TAFT AT HONG-KONG—EIGHT COOLIES CARRYING HIM IN A SPECIAL CHAIR FROM THE STEAMBOAT LANDING TO THE GOVERNMENT HOUSE.—*Mee Cheung, China.*



A NOTABLE BANQUET—DINNER OF THE ATLANTIC DEEPER WATERWAYS CONFERENCE IN PHILADELPHIA—IT WAS ATTENDED BY MANY PROMINENT MEN, INCLUDING CONGRESSMAN JOHN DALZELL, OF PENNSYLVANIA; UNITED STATES SENATOR BOISE PENROSE, OF PENNSYLVANIA; EX-UNITED STATES SENATOR ANTHONY HIGGINS, OF DELAWARE; CONGRESSMAN HENRY C. LAUDENSLAGER, OF NEW JERSEY; GENERAL SAMUEL M. MANSFIELD, OF BOSTON; UNITED STATES SENATOR FRANCIS G. NEWLANDS, OF NEVADA; EX-POSTMASTER GENERAL CHARLES EMORY SMITH, OF PHILADELPHIA, AND GEORGE ALFRED TOWNSEND.—*Drucker & Co., New York.*

What the Doctors Are Talking About

THE STAMPING out of disease by means of killing the animals in which the germs are propagated has another illustration in Professor Koch's recommendation that the crocodiles of East Africa be exterminated because of the fact that the insect which causes the sleeping sickness derives its chief nourishment from the blood of these saurians.

THE POPULAR theory that money acts as a medium of infection "carries with it," says Dr. A. H. Doty, health officer of the port of New York, "no satisfactory or even reasonable proof." The same statement applies to clothing, rags, merchandise, and general cargoes of vessels, which are also regarded as means by which disease is transmitted. It is comforting to have good, scientific authority to enable one to live without constant fear of infection from all sources. People nowadays are too much given to germ and microbe scares.

FOOD-FADDISTS run to all extremes, but few fads are more ridiculous than that which requires its devotees to subsist entirely upon nuts. Recently a Nebraska man died after a week's experiment with peanuts as a sole diet. The experiences of persons who have unsuccessfully endeavored to eat so nutritious a game bird as quail for thirty days in succession testify to the foolishness of confining one's self to a single article of diet; but such experimenters run their course perennially. Perhaps one of the most sensible present-day fads is that which is known as Fletcherism, and which requires little of those who practice it except the thorough mastication of whatever food is taken.

A PHYSICIAN at St. Gregory's Hospital in New York City recently performed a very delicate operation upon an iron-worker. The man had been struck in the eye with a hot rivet, and fourteen fine bits of steel had been imbedded in the eyeball. The wound could be seen only with the aid of a magnifying glass, and almost four hours were required for the operation. Five stitches were put in the eyeball by means of very delicate instruments. A silk thread was separated four times and used for the stitching. The operation was performed under a large microscope by the use of an eighty-candle-power electric searchlight.

A SOCIETY has been formed in Copenhagen for the purpose of promoting the international campaign for the destruction of rats. The Danish legislature has passed a law providing for a systematic effort to exterminate this troublesome rodent, under which the government undertakes to spend \$8,000 annually for three years and compels county and borough councils to spend eighty cents a year for each 100 inhabitants. The society will spend at least \$2,500 a year for the same purpose. Statistics show that in Denmark alone rats cause an annual loss of \$2,000,000. The Danish movement for their extermination seems to be founded upon purely economic grounds, but it is additionally interesting in view of the well-known fact that rats are the chief disseminators of the bubonic plague, and that bounties for their dead bodies are now being paid in some American cities.

EXPERIMENTS by Dr. M. Stephane Leduc, of Nantes, France, lead him to the conclusion that it is possible to produce anæsthesia by means of an electric current. Most of his experiments have been conducted upon animals. His method of procedure is to shave the head, so that an electrode may be applied to the skin over the anterior part of the brain. A second electrode is placed on some other part of the body and an interrupted current is passed through the subject. When the experiment is properly carried out, the animal quietly and gradually, without any cry or sign of pain, passes into a state of "cerebral inhibition," like that which is the result of administering chloroform. The experiment may be stopped instantly by cutting off the current, when the subject immediately gets on its feet and shows no sign of suffering, fright, or fatigue. When released from the electrodes, dogs have been known to frisk about and eat heartily the food set before them. There are no disagreeable after-effects, and only rarely does a short period of stupor succeed the cessation of the application. Dr. Louise Robinovitch, of New York, who assisted Dr. Leduc in some of his experiments, kept a rabbit under the narcotic influence of electricity for eight hours and twenty minutes without interruption. Only one experiment of this sort has been tried upon man, Dr. Leduc himself being the subject. In his case the current was not raised sufficiently to cause total unconsciousness, but the operators were confi-

dent that, if necessary, this could have been accomplished. A current of upward of thirty-five volts was developed, and although Dr. Leduc was under its influence for five minutes, he was so little affected that he immediately left the laboratory and delivered a lecture. It is only a question of time, he believes, when it will be discovered to what height the current may be raised to produce general anæsthesia in human beings, without danger to life.

Realistic Representations of Bird Life.

FEW OF the four million inhabitants of New York City, to say nothing of the visitors from the rest of the country, realize the opportunities for education and entertainment which are spread before them in the spacious halls of the American Museum of Natural History. Americans abroad religiously "do" museums whose exhibits are certainly no more interesting, and too many of them, returning, neglect the beautiful collections in their own country.

One of the most attractive features of the museum is its naturalistic picturing of bird life. Instead of mere stuffed specimens, standing each by itself, the ornithological exhibit includes carefully-arranged representations of American birds in their habitual surroundings, in which the skill of the taxidermist has been so cleverly supplemented by the art of the painter that at a short distance the various groups seem to be made up of living birds. The mounted specimens are in the foreground, with nests, foliage, and the various accessories reproduced by "properties" accurately copied from nature, and the background is painted on canvas and so skillfully joined to the foreground that the observer is puzzled to know where the junction is made.

The specimens used in these groups were collected by Frank J. Chapman, curator of ornithology for the museum, and the realistic settings are the outcome of careful studies of the birds in their native haunts by himself and the artists who co-operated with him. The backgrounds of the groups reproduced on another page are the work, variously, of Bruce Horsfall, Louis A. Fuertes, C. J. Hittell, and W. B. Cox. Rocks and flowers were reproduced by J. D. Figgins, and the taxidermists were H. S. Denslow, E. W. Smith, and Herbert Lang.



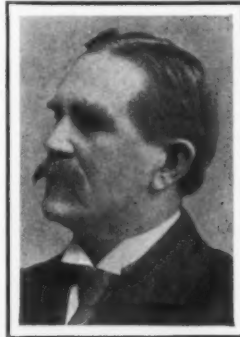
FRANK O. BRIGGS,
Republican, New Jersey.
Marceau.



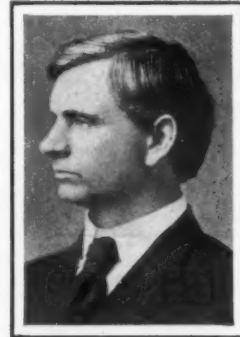
ROBERT L. TAYLOR,
Democrat, Tennes-
see.—*Thuss.*



H. A. RICHARDSON,
Republican, Del-
aware.



JOSEPH F. JOHNSTON,
Democrat, Alabama.
Peddinghaus.



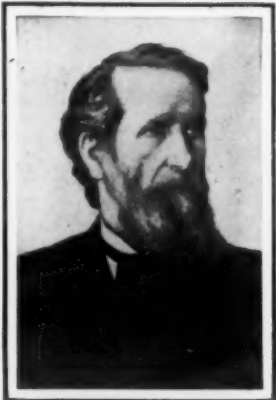
THOMAS P. GORE,
Democrat, Okla-
homa.



J. H. BANKHEAD,
Democrat, Alabama.
Bell.



JOSEPH M. DIXON,
Republican, Montana.—*Harris & Ewing.*



ISAAC STEPHENSON,
Republican, Wisconsin.



THOMAS H. PAYNTER,
Democrat, Kentucky.



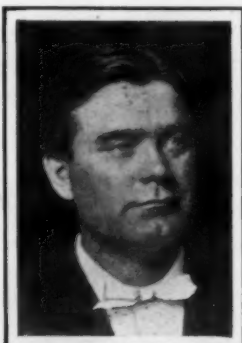
JEFFERSON DAVIS,
Democrat, Arkansas.



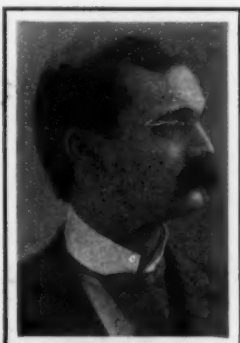
JONATHAN BOURNE,
Republican, Oregon.—*Fortune.*



WILLIAM ALDEN SMITH,
Republican, Michigan.—*Heath.*



W. E. BORAH,
Republican, Idaho.



CHARLES C. CURTIS,
Republican, Kansas.—*Bell.*



SIMON GUGGENHEIM,
Republican, Colorado.



ROBERT L. OWEN,
Democrat, Oklahoma.



NORRIS BROWN,
Republican, Nebraska.

NEW SENATORS IN THE SIXTIETH CONGRESS, NOW HOLDING ITS FIRST SESSION.

See Editorial Page.

Amateur Photo Prize Contest

NEBRASKA WINS THE FIRST PRIZE, NEW YORK THE SECOND, AND NEW JERSEY THE THIRD.



(FIRST PRIZE, \$5.) BOYS WHO ARE POLICEMEN—YOUNGSTERS REGULARLY APPOINTED BY THE CHIEF OF POLICE OF COUNCIL BLUFFS, IA., AS OFFICERS TO PRESERVE ORDER ON HALLOWEEN AND THE FOURTH OF JULY.—*Paul Kieser, Nebraska.*



DEEPLY INTERESTED IN HER FAVORITE NEWSPAPER.
Cora J. Sheppard, New Jersey.



RUINS OF AN OLD ROMAN CATHOLIC CATHEDRAL IN TIEN-TSIN, CHINA, WITH MONUMENTS TO THE NUNS MARTYRED IN 1870.—*Arthur Singen, China.*



(SECOND PRIZE, \$3.) "HEARST" AND "BRYAN," TWO LION CUBS IN A WAR-PATH SHOW AT THE JAMESTOWN EXPOSITION.
Harriet Quimby, New York.



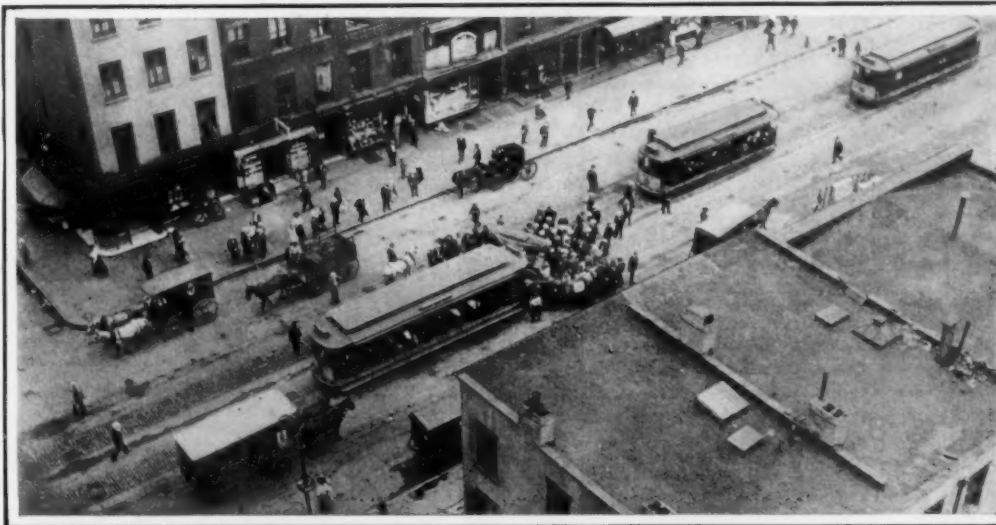
BEGINNING BUSINESS EARLY IN LIFE—LITTLE POULTRY-RAISER ATTENDING TO HER FLOCK AND RECKONING HER FUTURE GAINS.
Mrs. E. J. Trumbull, New York



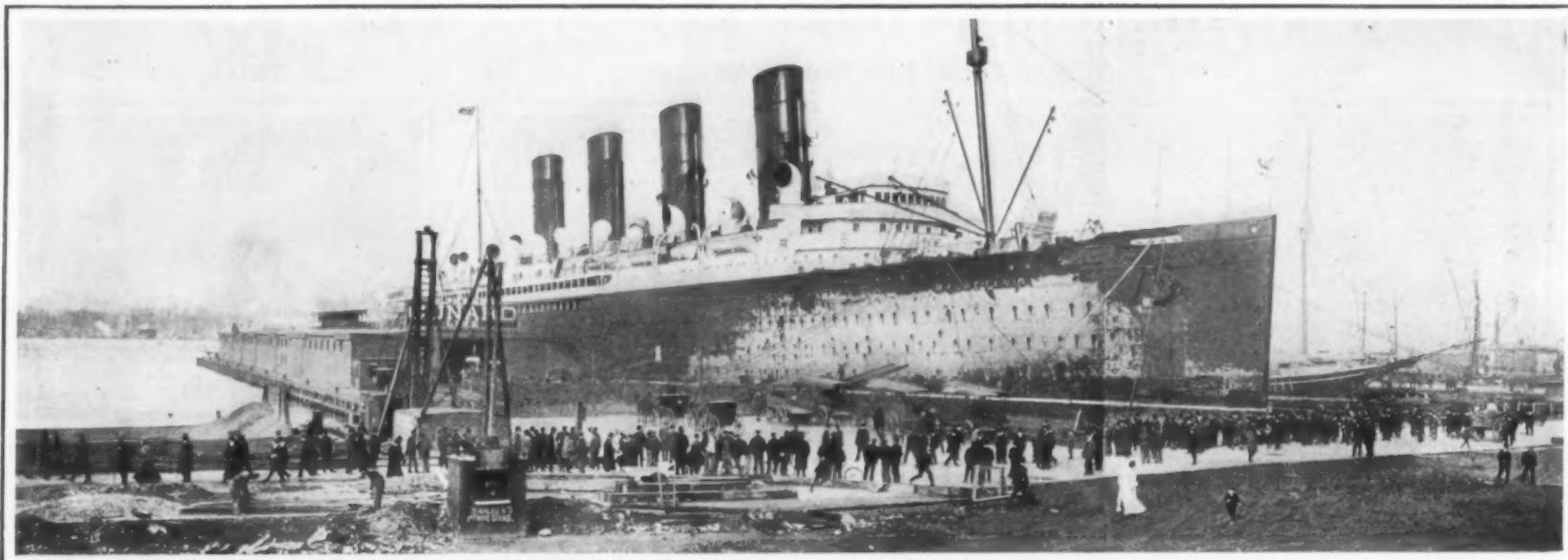
A "BAD INDIAN"—CHOGINEY, A NAVAJO, ARRESTED NEAR FORT DEFIANCE, ARIZ., FOR KILLING HIS WIFE—JUSTICE OF PEACE AT LEFT, DEPUTY SHERIFF AT RIGHT.—*Simeon Schwemberger, Arizona.*



MONUMENT IN THE CEMETERY AT THE NAVAL ACADEMY, ANNAPOLIS, IN MEMORY OF MIDSHIPMAN BRANCH, WHO DIED AS A RESULT OF HAZING.—*Mrs. C. R. Miller, Maryland.*



(THIRD PRIZE, \$2.) CART AND CAR COLLISION IN NEW YORK—BLOCK ON FOURTH AVENUE, BETWEEN TWENTIETH AND TWENTY-FIRST STREETS, WHERE ACCIDENTS OCCUR ALMOST DAILY.—*Peter Haskins, New Jersey.*



"MAURETANIA," THE WORLD'S LARGEST VESSEL, AT HER NEW YORK PIER.

HER LENGTH IS SEVEN HUNDRED AND NINETY FEET, THE SAME AS THE "LUSITANIA'S," BUT SHE IS THREE HUNDRED TONS HEAVIER THAN HER SISTER CUNARDER—THE "GREAT EASTERN" WAS NINETY-FIVE FEET SHORTER.—R. G. Phillips.

Prosperous Canadian Indians.

CANADIAN Indians, according to the recent annual report of the Dominion department of Indian affairs, have enjoyed considerable prosperity this year, along with the rest of King Edward's subjects in Canada. The value of the agricultural products raised by the 110,345 red men of the Dominion was \$1,337,948, an increase of \$195,601 over last year. Their earnings from fishing and hunting were \$544,487 and \$630,633 respectively. There are 303 Indian schools in Canada, of which 106 are Roman Catholic, 91 Church of England, and the rest Methodist, Presbyterian, and undenominational, with one maintained by the Salvation Army. Most of the hunters and trappers in the employ of the Hudson Bay and other fur companies operating in the far North are Indians.



NAVAL SAILORS HONOR MISS HELEN GOULD.

SUPERB SILVER LOVING-CUP PRESENTED TO MISS GOULD BY THE ENLISTED MEN OF THE ATLANTIC FLEET BECAUSE OF HER GREAT KINDNESS TO THE NAVY.—H. D. Blauvelt.



STRANGE WRECK OF AN ELECTRIC CAR AT MANSFIELD, O.

DERAILED, WHILE GOING FIFTY MILES AN HOUR, IT BROKE A TELEPHONE POLE, WHICH WAS HURLED INTO THE AIR AND CAME DOWN AND PIERCED THROUGH THE CAR—TEN PERSONS WERE INJURED.—J. H. Burkholder.

Five Dollars for a Rat.

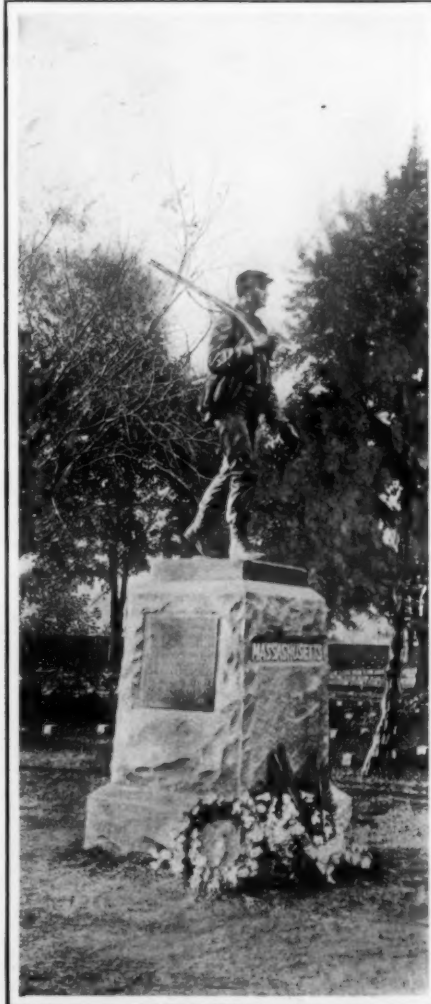
RATS IN Seattle are worth considerably more dead than alive. The health authorities, in their efforts to stamp out the bubonic plague, have offered ten cents a head for the dead bodies of the rodents, which are universally admitted by doctors to be the main factor in the spread of the disease. During the month of November five dollars was paid for every rat delivered on which were unmistakable signs of plague infection. Aside from employing an expert rat-killer, the city authorities have procured from the East a preparation which is said to produce in rats a disease similar to typhoid fever. It is contagious among the rats, but cannot be communicated to any other beings. Thanks to these vigorous measures, the plague is under control in Seattle.



A DUCHESS CONCERNED IN THE WELFARE OF ALIENS.

NOTABLE GROUP PICTURED DURING THE RECENT VISIT OF THE DUCHESS OF MARLBOROUGH TO THE IMMIGRATION STATION AT ELLIS ISLAND, NEW YORK HARBOR.

Left to right: Mrs. Clarence Mackay, Commissioner of Immigration Watchorn, Duchess of Marlborough, Clarence Mackay.



CIVIL-WAR HEROES HONORED.

MONUMENT RECENTLY DEDICATED IN THE NATIONAL CEMETERY, WINCHESTER, VA., IN MEMORY OF SLAIN MASSACHUSETTS SOLDIERS.—C. N. Walker.

What Notable Men Are Talking About

GOVERNOR HUGHES, A MODEL EXECUTIVE.

BY PRESIDENT SCHURMAN, OF CORNELL.

YOU MAY search all history and you will not find a finer exemplar of disinterested and devoted public service. He has not sought to reward his friends, political or personal, or to punish his enemies. His sole aim has been the best interests of the State, and he has served the State with all his heart and mind and soul and strength. Nothing has diverted him from this object, nothing else has interested him. For Mr. Hughes is a man not only of tremendous capacity for voluntary concentration, he is a man who involuntarily gets absorbed in the work he is doing. For his consciousness there literally is nothing at present outside the duties of the Governor of



JACOB G. SCHURMAN,
President of Cornell University.

the State of New York. But the functions of that office he discharges to the utmost. Not one jot or tittle of the work of the office to which the people have called him will he neglect or overlook. But he cares for nothing else and thinks of nothing else. It is the easiest thing in the world for him to be a constitutional executive. To the business of his office he gives himself completely and unreservedly.

SOCIETY'S RESPONSIBILITY FOR CRIME.

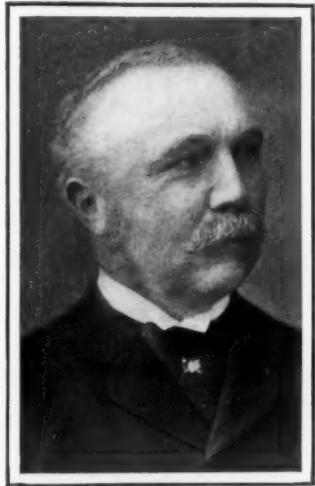
BY DEPUTY COMMISSIONER WOODS, OF THE NEW YORK POLICE DEPARTMENT.

THERE IS no such thing as a criminal class. Any statement with reference to the so-called criminal class makes the prosperous feel entirely too comfortable, sitting at the club with their after-dinner cigars. It removes the feeling of responsibility from that section of society where it properly belongs, and places it on heredity and circumstances over which we have no control. In a large proportion of cases the criminal is society, and not the poor fellow who has gone wrong from lack of work, poverty, and the corollaries of poverty, strangeness to the customs and language of the country, or the sudden flash of passion common to all of us. Economic pressure and social maladjustment, well within the scope of our power to remedy, will explain very much of the crime and the making of very many of our criminals. And a great evil in our present social system is that it too often makes a criminal of the first offender—the citizen who has slipped over into wrongdoing once. It makes him hardened instead of dealing with him as a human being.

EVILS OF A CONGESTED POPULATION.

BY SIR HENRY CAMPBELL-BANNERMAN, BRITISH PREMIER.

WE HAVE come to recognize the fact that the concentration of human beings in dense masses is a state of things which is contrary to nature, and that unless powerful agencies are introduced, the issue is found to be the suffering and gradual destruction of the mass of the population. And why? The answer is, that when the powers of the air and the soil are not equal to the task that is put upon them, the air and the soil will avenge themselves. Here and elsewhere to-day you have the spectacle of countless thousands of our fellow-men, and in still larger numbers of children, who are



SIR HENRY CAMPBELL-BANNERMAN,
British prime minister.—London
Stereoscopic Company.

starved of air and space and sunshine, and therefore of the very elements which make a healthy and happy life possible. This view of it is so terrible that it cannot be put away. What are our wealth, our learning, and the finest fruits of our civilization, our constitution, and our political theories—what are these but dust and ashes, if the men and women, on whose labor the whole social fabric is maintained, are doomed to live and die in darkness and misery in the areas of our great cities?

NO FEDERAL INHERITANCE TAX.

BY PROFESSOR C. J. BULLOCK, OF HARVARD.

TO AMERICANS of the last generation the inheritance tax was a fiscal curiosity, but to-day it is found in no fewer than thirty-four States, and must be

accepted as an accomplished fact of American finance. The present inheritance taxes employed by the several States are levied clearly to raise revenue. But it is now proposed that we should introduce a Federal inheritance tax to reduce swollen fortunes. The proposal assumes that there is in the United States an undue concentration of wealth and power in a few hands, and it cannot be denied that many thoughtful men have come to such a conclusion. But if the existence of such a tendency be admitted, the inheritance tax is no remedy therefor. If our Federal government needs additional revenue, it can at any moment raise an additional hundred millions by restoring the tax on beer and tobacco to the figures enforced during the Spanish war. Our State and local governments have no such convenient resources. For financial reasons, therefore, an inheritance tax should be reserved to the several States. For economic and social reasons its functions should be to raise revenue, and not to reform the distribution of wealth.

DANGERS OF NEGLECTED CIVIC DUTIES.

BY GOVERNOR GUILD, OF MASSACHUSETTS.

THE ONE danger that most business men view with horror is socialism, the idol that has wrecked one republic after another and that crouches to-day like an incubus upon the neck of Australia. The strongest argument for government ownership, the argument of despair, is that State ownership is the only relief from graft. The man who is doing more for socialism, communism, and anarchy to-day than any other is the highly respectable business man who for any reason buys legislation. Graft could never exist but for the man behind the grafter. No people ever remained great who did not practice in their lives what they preached in their laws. The theory of free elections is a failure in practice if educated public opinion goes to Europe when the destiny of a nation is to be settled and plays golf when Tammany is to be raised or ruined. Trial by jury is a futile institution if polite perjury or a doctor's certificate keeps the leaven of trained intellect out of the jury-box. Law and order without a standing army is impossible if the very merchants who ask the most protection from the law for their property refuse militiamen in their employ the trivial gift of time needed for the summer manoeuvres of the national guard.

ADVANTAGE OF POSTAL SAVINGS BANKS.

BY POSTMASTER-GENERAL MEYER.

WE DESIRE to encourage among our people economy and thrift, and by the use of the postal savings banks to give them every opportunity to husband their resources. The policy will not be to compete in any way with the savings banks, but rather to encourage the habit of depositing savings. The people that we shall want to reach are, first, those who have not the facilities at hand for depositing their money in a savings bank, and secondly, the foreign population which is entering the country in such enormous numbers and which is, to a great extent, hoarding its surplus earnings. The immigrants reach the United States suspicious of any private banking institution but with absolute faith in the government. We have evidence of this in the fact that they are buying postal money orders payable to themselves. Our object is to bring hidden money to light, to instill life into it, and to lead it again into the channels of trade, for the mutual benefit of labor and capital, and thus add to the prosperity throughout the land. Furthermore, we should encourage the foreigner to deposit his earnings, because after he has accumulated a few hundred dollars he will not be content to receive merely a two per cent. interest, but will seek to purchase a home; and the moment he acquires real property in this country he becomes a better citizen, is more actively interested in the affairs of the nation, and at the same time places himself and his dependents beyond a likelihood of becoming public charges. It is proposed to bring this money into circulation by asking authority from Congress to place the deposits in the national banks of the country, not in a few financial centres, but in the banks of the district where the money has been deposited. I have been assured by prominent presidents of national banks that the Post-office Department may count on receiving for such money turned over to them a rate of interest varying from two to three per cent. The department would guarantee the depositor two per cent., or one per cent. semi-annually.

Philosophy.

I HOLD it well our hearts should know
The full extremes of joy and woe;
To feel this mortal life not made
In all of sunshine or of shade.

I HOLD it well that we should give
Our joys the right they claim, to live!
Nor sink in childish weakness down
At sorrow's chill or fortune's frown.

I HOLD it true what'er we do,
In mask of mirth or suffering's thrall,
That, lapsed in years, our smiles and tears,
We have but shadows for them all.

JENNIE MERIDEN.

A PANIC THAT COST MORE THAN THE WAR.

BY PRESIDENT MELLEN, OF THE NEW YORK, NEW HAVEN AND HARTFORD.

THE country has been having the time of its life. We have been chasing the corporations until it

has got on our nerves; we are tired of the life we have been leading; we have got to rest. When we awake it will appear to have been a costly dream. When we have mended the smashed furniture, the broken crockery, we will lay by for a time and accumulate the wherewithal to repair the waste of our debauch. We may not think quite so well of ourselves for some time; our leaders will not look quite so large in our eyes again; but we forget quickly, and we can only forget the whole miserable business after we have paid the bill and have well learned our lesson. There will be a measure of compensation, not without its value. We have uncovered some nasty places; we have instituted some reforms; we shall live for a time upon knowledge rather than assertion, and try and rehabilitate upon a plain diet. All knowledge is expensive; we must not demur to paying our bill. The losses in value, credit, fortune in the country since the beginning of this year has been greater than occurred as a result of the Civil War. Many are in distress who thought themselves only a short time since with a competence. Those who still have a competence are in distress through lack of credit to obtain money to carry on work, so necessary at such a time to give employment to those who must otherwise feel the pinch of hunger. This is not a rich man's panic; it is a widespread distress, rapidly extending itself to the farthest sections of the country, and it will levy its tax in such a way, that no man, woman, or child shall fail to bear his portion of the burden. Even those who did not know the gun was loaded, whose only thought was sensation and popularity, are becoming sobered by the outlook.



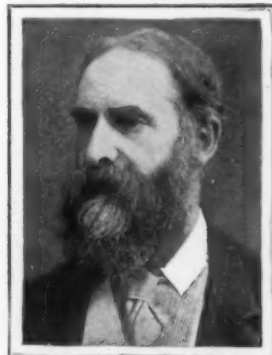
CHARLES S. MELLEN,
President of the New York, New
Haven and Hartford Rail-
road.—Haynes.

REMARKABLE PROGRESS OF THE NEGRO.

BY AMBASSADOR BRYCE.

IN SOUTH AFRICA and the West Indies negro education is advancing and the arts and customs of civilization have made way.

Nowhere, perhaps, does the progress seem to me quite so satisfactory or, at any rate, quite so interesting and full of promise, as in Basuto Land, where a Kaffir people of several hundred thousand souls is developing, under the guidance of British officials, but retaining its own tribal system, its own chiefs, its own language, industrious and prosperous in a territory which land speculators and mining prospectors are not permitted to enter. Our upward progress has been slow as well as gradual, and yet our ancestors had the advantage of living in a climate and on a soil which compelled exertion and gave that stimulus to progress which the inhabitants of tropical Africa did not receive. Progress will, we trust, be far more rapid among the colored people now than it was among the races of northern Europe or among the aborigines of America, because all the influences which a highly-developed civilization exerts are at work around them and on them. But when we remember how short a time has elapsed since freedom and responsibility, the factors that make manhood, were attained, and how short even the time since the progenitors of the colored people were living as savages in African jungles, we shall wonder not at the defects we see, but rather that those defects are not far greater. There must be patience, and with patience hope.



JAMES BRYCE,
British ambassador at Washington.

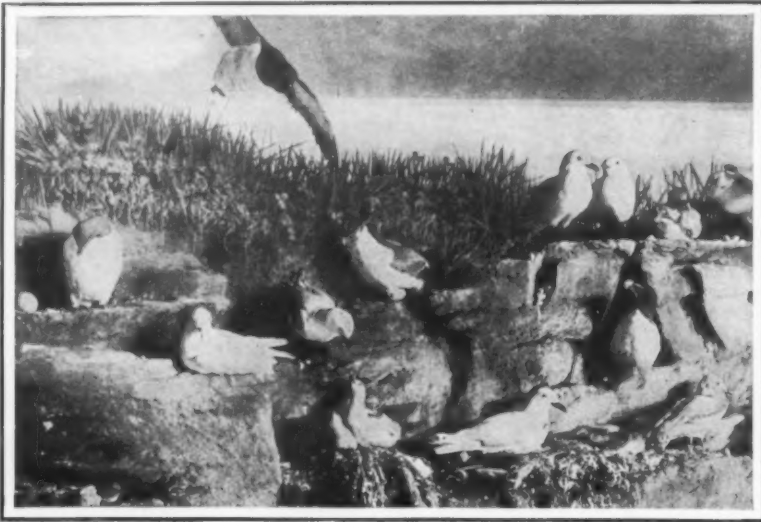
Soft White Hands

IN ONE NIGHT BY THE USE OF CUTICURA SOAP AND CUTICURA OINTMENT.

Soak the hands on retiring in a strong, hot, creamy lather of Cuticura Soap. Dry, and anoint freely with Cuticura Ointment, the great Skin Cure, and purest and sweetest of emollients. Wear old gloves or bandage lightly in old soft cotton or linen. For preserving, purifying, and beautifying the hands, for removing redness, roughness, and irritations, for rashes and eczemas, with shapeless nails and painful finger ends, this treatment works wonders.

A Page of Legitimate "Nature-fakes"

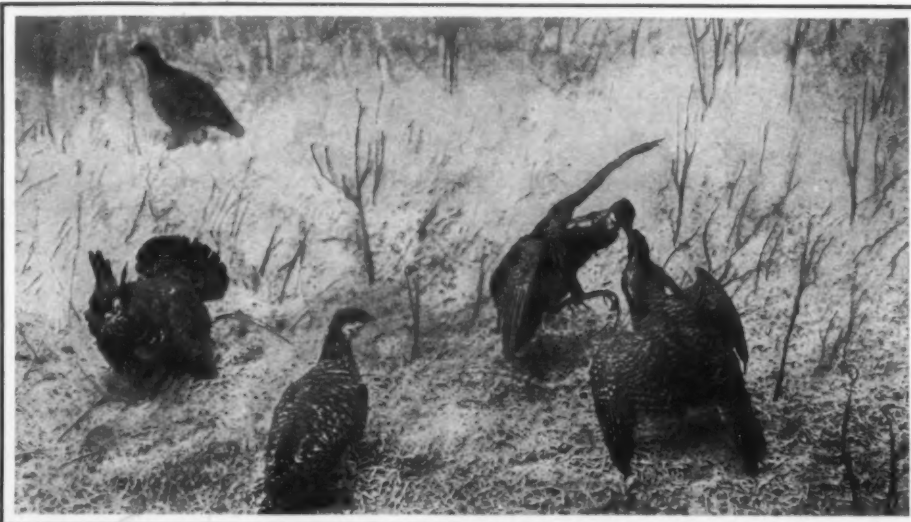
WONDERFULLY SKILLFUL WORK OF PAINTERS AND TAXIDERMISTS IN COUNTERFEITING BIRD LIFE AT THE AMERICAN MUSEUM OF NATURAL HISTORY, NEW YORK.—*Photographs by H. D. Blauvelt. See page 536.*



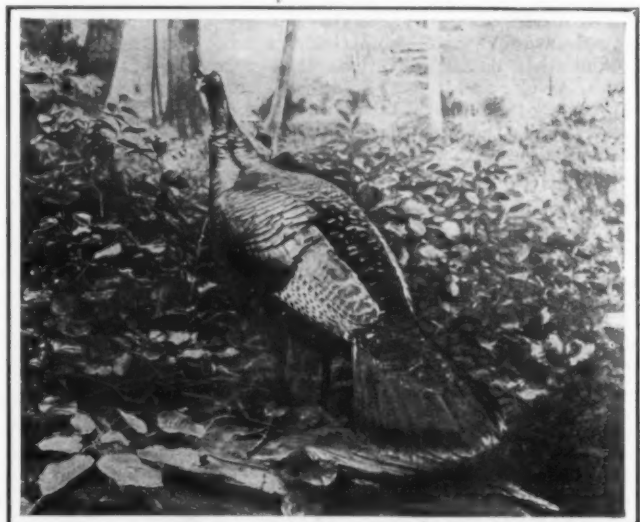
A SECTION OF BIRD ROCK IN THE GULF OF ST. LAWRENCE, NOW A PROTECTED BREEDING-PLACE FOR SEA-FOWL.



FLAMINGOES IN THEIR NESTING-GROUNDS IN THE BAHAMAS—THE RED PLUMAGE OF THE BIRDS PRESENTS A BRILLIANT SPECTACLE.



A FIGHT FOR THE LADY'S FAVOR—NEBRASKA PRAIRIE-CHICKENS DURING THE MATING SEASON.



THE NATIONAL BIRD (AT THIS SEASON) IN HIS FAVORITE HAUNTS.



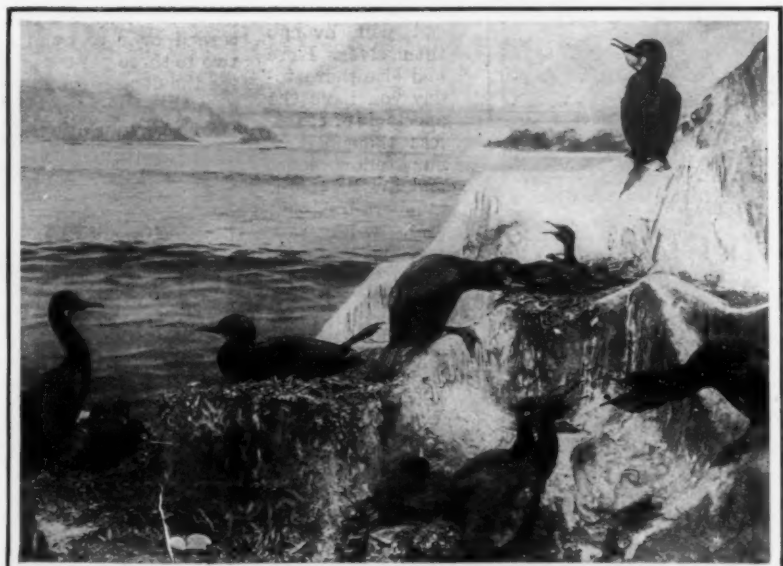
SUMMER BIRD-LIFE ON COBB'S ISLAND, VA., WHERE THE WINGED INHABITANTS ARE PROTECTED BY A WARDEN.



WILD DUCKS AND WADING BIRDS OF THE IRRIGATED PORTIONS OF THE SAN JOAQUIN VALLEY, CAL.



HOW MOTHER PELICAN FEEDS HER YOUNG WITH "PREDIGESTED" FISH—THE ORIGIN OF THE "HEART'S-BLOOD" FABLE.



BRANDT'S CORMORANT ON HIS NATIVE ROCKS AT MONTEREY, CAL.—THE CHINESE USE THIS BIRD IN THEIR FISHERIES.

The Continued Sway of Antiquity in Egypt

IMPRESSIVE REMAINS OF ANCIENT ARCHITECTURE AND ART, AND SCENES THAT SMACK OF THE PRIMITIVE LIFE.

Photographs by Harriet Quimby. See page 542.



ANCIENT RUINED TEMPLE AT LUXOR, ON THE BANKS OF THE NILE—MINARET OF OLD MOSQUE STILL IN USE, AT RIGHT.



SOME OF THE MANY HEADLESS COLOSSAL STATUES, SEEN IN THE TEMPLES AT KARNAK, WHICH WERE MUTILATED BY THE COPTS.



OLD-FASHIONED CORN-SHELLING METHODS OF EGYPTIAN FARMERS—POUNDING THE EARS WITH STICKS.



NATIVE HOME IN LUXOR, CONTRASTING SHARPLY WITH THE MODERN HOTELS THERE.



GRAND AVENUE OF RAM-HEADED SPHINXES, THE WORK OF RAMESES II., THAT FORM THE APPROACH FROM THE NILE TO THE GREAT TEMPLE OF AMMON AT KARNAK.



Sights and Conditions Which Interest Tourists in Luxor

By Harriet Quimby



NOWHERE on the Nile does the spirit of digging assail natives and strangers alike as at Luxor, the scene of activity of the Egyptian excavation fund and of archaeologists from Canada, England, and America. It is contagious. As in a mining country every man wants to prospect a little on his own account, so at Luxor does the traveler experience the desire to excavate. No sooner has he comfortably bathed and dined in the luxurious Winter Palace hotel there than he feels the haunting desire to go forth and inspect the mountains, one of which contains the mummy and treasure of Queen Hatasu, one of the richest of Egypt's early queens, and of many other members of the royal family. He wants to dig, and he probably does poke about during his first excursion across the river, and nine chances out of ten he unearths with his walking-stick a few pieces of broken mummy beads of wonderful colors, dull blues and reds and greens striped with black.

The sands in and around Luxor seem to be rich in mummy beads. It has been hinted that some of the treasures which are to be found conspicuously on the surface have been planted by shrewd dragomans who conduct generous tourists to the salted grounds where thousands-of-years-old souvenirs are to be picked up. The beads are genuine, and there is a certain exhilaration in finding one, although such beads are not especially valuable from a commercial standpoint. The tombs of the ordinary citizens who lived in the days of Rameses, and which are frequently excavated by the explorers, contain many of the cheaper ornaments, and these, including beads, are consequently abundant in Luxor. One native jeweler who holds forth in a queer little dark shop up a narrow flight of stairs, where customers sit on the rugs spread on the floor and drink Turkish coffee while they inspect the assortment of rings and necklaces, gives, with every important purchase, a rope of genuine mummy beads.

In the vicinity of Luxor, Theodore M. Davis, a rich American, having obtained the necessary authority from the Egyptian government, has for many years kept a gang of several hundred native workmen employed the year around, and during the last decade many important discoveries have been due to his unflagging interest and labor. Near Der el Bahri, the Egyptian excavation fund, also with a gang of several hundred natives, is busy the year round digging up the treasures of the early Egyptians. The Egyptian excavation fund is supported by subscriptions from England, Canada, and America, and from public and private museums in different cities. Of what is found by the excavators one-half goes to the museum at Cairo, and the remainder is divided between the countries and museums which subscribe, in proportion to the amounts subscribed by each. Washington, Baltimore, and New York are the cities which contribute most generously from this country. The American representative among the archaeologists superintending the excavation work for the fund is James T. Dennis, a native of Baltimore. During a chat with Mr. Dennis I was impressed with the great respect and the general liking which he expressed for the native Egyptians. Mr. Dennis speaks Arabic fluently.

Tourists in Egypt are not allowed to dig to any extent, although there is no objection to their poking about, unless they should stray on forbidden ground which has been pre-empted by the authorized excavators. No one except by invitation is allowed within the precincts of the active workers. To keep the native diggers honest and also to stimulate their interest in the work, a system of *backsheesh* is maintained with excellent results. When in the course of digging one should happen upon some object, he puts it carefully away in a small box which he carries for the purpose. When the day's work is finished, the diggers file into the office of the superintendent in charge and give up their "finds." They are credited according to the value of the objects in the boxes, and at the end of the week or month the credit marks are converted into cash. The *backsheesh* given equals, or possibly a little exceeds, what the natives could obtain by concealing their treasure and trying secretly to dispose of it. The grounds which have been excavated by the government explorers and abandoned by them are free to natives and tourists, and not infrequently beads and other small objects are found in them. The native diggers invariably sing as they work, and the weird melody of their combined voices lends a peculiar fascination to that portion of the mysterious valley.

It is well known that "antiquities" are manufactured by the score in Luxor, but the tourist who allows

himself to be laughed out of his desire to invest in one or more of the manufactured "antiques" invariably regrets his weakness. He is not imposed upon, because he is well aware that the little statues are imitations, but, as they are cleverly made, the quaint little objects of Nile mud have a certain value of their own, and this value increases the farther away the traveler gets from Egypt. Only the more fortunate of travelers can afford to purchase the genuine treasures which have been dug up, but even the poorest can afford the imitations, which sell, according to the tourist and his patience in bargaining with the natives, all the way from one piaster up. It is surprising to strangers to find Egyptian families occupying some of the tombs which have been excavated and abandoned. It seems uncanny to see babies playing cheerfully about the doors of the tomb houses and to watch chickens running in and out as they do at the mud dwellings. When questioned about the tombs a dragoman said that those occupied as homes had been tombs of ordinary citizens and were of no value as show-places for tourists. As some of them have several rooms extending into the rock, and as they are cool in the hottest days of summer and warm in the cool days of winter, they are altogether desirable as homes. The Egyptians do not share the horror of dead bodies felt by Europeans. Children run about with pieces of mummies, and if they cannot dispose of them to tourists they play with them. A mummified foot or hand is so common in Luxor that one may be purchased for a few cents.

While visiting Luxor and the temples at Karnak and Thebes the stranger is impressed with the great number of temples which are inscribed with the name of Rameses and the statues of that former ruler which abound everywhere. There is a grim humor in the fact that these temples were not all erected by Rameses, but that many of them were stolen outright. The king, in his ambition to be remembered, hit upon the unique scheme of pilfering the temples which had been erected by the rulers who had reigned before him. It was easily accomplished by erasing the names engraved on the tablets and having his own inserted. Rameses was also guilty, so states an English authority, of the very unusual crime of pilfering a tomb-temple which his father, Seti I, had intended for him-

always depicted as standing erect with one arm down by her side and with the other outstretched, and the hand grasping the leg of the king.

A great resentment against the early Christians rises up in the sight-seer in Egypt when he visits one temple after another, and in each finds the statues which decorate it decapitated, or, where this proved difficult because of their great dimensions, finds the faces were chiseled out or otherwise marred. The famous Avenue of Sphinxes, which reached from Luxor to the river, and extended on the other side to Thebes, was almost destroyed, and the few remaining statues were mutilated in the same vicious manner by the misguided Copts. To the fact that some of the statues were too large to demolish entirely without great outlay of time and labor is due their preservation. That the hands of the Coptic Christians were busy all over Egypt is evidenced in some of the temples, where the Egyptian inscriptions have been washed or chiseled out and the Coptic crosses and other symbols of that sect painted in. Many of the temples at Karnak owe their ruin to earthquakes, which are felt with frequency in Egypt. At Karnak many children are employed in carrying off the rubbish which has been accumulating for centuries, and which is piled many feet high in some of the temples. They carry the broken stone and sand in baskets or sacks on their heads, and they sing as they trudge back and forth. They earn from ten to twenty cents a day, and are apparently happy. There is always a long list of applicants who wish to join the workers.

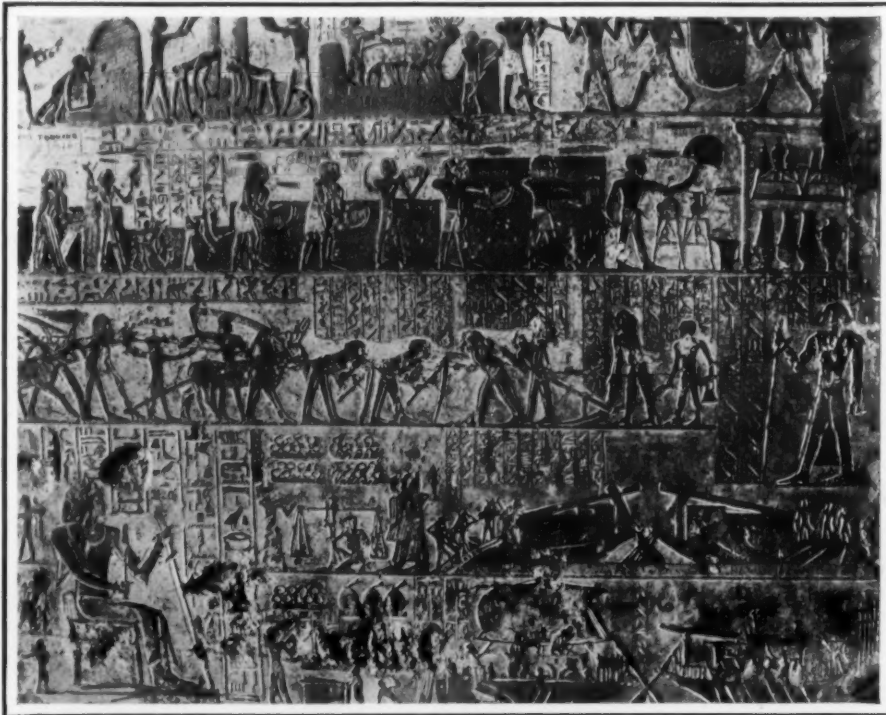
Everywhere in Egypt one will find fortune-tellers, but no city boasts more for its size than Luxor. Those who read the future with sand are in the majority. They sit cross-legged on the ground and mutter a preliminary jargon. Finally they lift up the sand, and as it trickles through their fingers they claim to see the life of their patron revealed. As none of the prognosticators speaks English, and it falls to the lot of the dragoman to translate, it is difficult to place the credit of shrewd guessing where it belongs. At Luxor, as in all cities along the Nile, water for domestic purposes is carried from the river by the women and young girls, and no more interesting phase of everyday life is seen in Egypt than the evening procession of trailing-robed figures, many of which now carry large square kerosene cans instead of picturesque jars upon their heads. The hotels at Luxor are all situated on the river bank, within a few yards of the water, and it is the delight of the guests to sit on the broad verandas and watch the natives who bring up water to irrigate the lawns and to sprinkle the dusty roads. European and American salesmen are beginning to invade Egypt with all manner of farm implements and contrivances for lightening labor, and while, as a rule, the natives do not take kindly to innovations, they are united in their approval of wind-mills, so it is only a question of a few years when the present method of carrying water will be done away with, and tourists will have one less delightful picture to enjoy. The most primitive methods of tilling the soil are now employed, and also of harvesting the crops.

Egyptian children are great workers, and the strength which they display is marvelous. From the hotel porch a party watched with interest and sympathy a small boy, not more than seven years old, who struggled with the oars of a heavy boat which he was trying to propel across the river. At every pull he rose almost erect and braced himself for the next. His tiny arms were like steel, and they seemed absolutely untiring as he faithfully worked away, making a few inches at each stroke.

The patience displayed by the Egyptian adult or child is enviable.

The sacrifice of animals still obtains in Egypt. An English resident in Luxor built him a felucca and looked about for a native skipper and a watchman. Many were anxious for the positions, but none would consent to work upon the boat until it had been christened with warm blood. Upon the killing of a lamb and the sprinkling of its blood upon the prow they were willing to sign their contracts. "Contracts are absolutely necessary when dealing with natives," said the Englishman. "If they are not bound in some way they are sure to be missing when most wanted." The flesh of the animals which are sacrificed is given to the poor. Animals are often sacrificed at funerals.

Harriet Quimby



CHARACTERISTIC DECORATION FOUND IN THE ROYAL TOMBS OF EGYPT—PICTORIAL STORY OF THE EVERY-DAY LIFE OF AMENHOTEP II.

self, and which he had well under way when he died. Probably Rameses considered that as it was all in the family it did not matter. At any rate, he appropriated the splendid edifice for himself, and he gave in exchange for it another and a trifle less elaborate temple to his paternal parent's mummy.

Egypt seems to have forgiven the shortcomings of Rameses, and the dragomans who tell of his thieving of monuments seem to regard his crime as very original and very humorous. Rameses is undoubtedly the popular idol of Egypt, and a large percentage of camels, donkeys, and even boats along the Nile are named after him. Some of the statues of Rameses are over fifty feet high. Each one, from the smallest to the largest, is accompanied by a statue, cut in the same piece of granite, of Nefertari, the favorite wife of that king. Significant of woman's importance in comparison with that of man in the early days of Egypt, the statues of Nefertari are just tall enough to reach to the thigh of her liege lord, and the little woman is

A Page of Players

PEOPLE WHO ARE PLEASING NEW YORK THEATRE-GOERS.



EVA DENNISON, IN "THE CHORUS LADY," AT THE HUDSON THEATRE. *Sykes*



WHO'S WHO ON THE RIALTO.

12. KATHLEEN CLIFFORD AS "MAIDA," ARTHUR HILL AS THE BEAR, AND GEORGE W. MONROE AS "QUEEN AURORA," IN "THE TOP O' TH' WORLD."—*Caricature by E. A. Goewey.*



LOUISE GUNNING, PLAYING "AMELIA" IN "TOM JONES," AT THE ASTOR THEATRE.—*Hallen.*



ELSIE JANIS, THE HEROINE OF "THE HYMEN," AT THE KNICKERBOCKER THEATRE. *Otto Sarony Co.*



ROSE LA HARTE.



EDWIN A. CLARKE.



MARIE LOUISE GRIBBEN.



BILLIE BURKE IN HER MOUNTAIN-CLIMBING COSTUME IN "MY WIFE," AT THE EMPIRE THEATRE.—*Sarony.*



A LOVE-SCENE IN "THE WITCHING HOUR," AT THE HACKETT THEATRE—MORGAN COMAN AND ADELAIDE NOWAK.—*Hall.*



"THE REJUVENATION OF AUNT MARY," AT THE GARDEN THEATRE—"AUNT MARY" (MAY ROBSON) DIS-INHERITS HER NEPHEW.—*White.*



"THE MORALS OF MARCUS," THE WHIMSICAL COMEDY AT THE CRITERION THEATRE—MEETING OF "MARCUS" AND "CARLOTTA."—*Hall.*



FELIA DEREYNE, A NEW "CARMEN" AT THE METROPOLITAN OPERA HOUSE.



"THE WITCHING HOUR," A TELEPATHIC PLAY—JOHN MASON, JENNIE EUSTACE, ETHEL WINTHROP, AND ADELAIDE NOWAK IN ONE OF THE PRINCIPAL SCENES.—*Hall.*



MABEL FENTON, IN A BURLESQUE OF "THE THIEF," AT WEBER'S MUSIC HALL. *Hallen.*

The College Newspaper, Its Work and Its Influence

By William P. S. Earle

A COLLEGE or a university is a small world in itself. There one finds all types of men, all branches of endeavor. The same struggle for power and mastery, for promotion and achievement, that goes on day in and day out, the world over, is fought out almost as vigorously within its walls; and the same restrictions that bind the man of the world bind the student. It is not strange, therefore, that, in a place where there is so much activity, there should be a demand for a local newspaper of some kind to record these happenings, and it is to this source rather than to any other that the college dailies of to-day owe their inception.

The importance of student publications in the college world is marked. Every university or college of any note, be it large or small, supports one of these papers, and, in the estimation of the undergraduate, they occupy a very important place. The practical training which is derived from work of this kind on a college newspaper is very beneficial in after life, as many who have served their apprenticeship and afterward become well-known journalists and writers will testify. At most of the large universities, such as Harvard, Yale, Columbia, Princeton, Pennsylvania, Cornell, Brown, Syracuse University, University of Chicago, Indiana University, Michigan University, University of Wisconsin, Minnesota University, Leland Stanford, and the University of California, the newspapers are issued six days in the week. At the smaller institutions they come out bi-weekly, weekly, or semi-weekly, as the case may be. Usually the college dailies have a large circulation among the undergraduates, alumni, and members of the faculty, and their influence as moulders of public opinion is strong. The editorials, generally two or three in number, carry great weight with the students, and serve as the criteria for all matters of dispute. An issue usually consists of four pages, smaller in size than a metropolitan newspaper, of which more than half is taken up with advertising matter. On the front page, all the important news of the preceding day is arranged—athletic contests, lectures, class meetings, literary and social affairs, and other articles of interest. There is also a column devoted to notices of current events in the intercollegiate world.

These papers are conducted along lines similar to the large metropolitan dailies, and differ materially only in scope and size. The executive staff consists of an editor-in-chief, who is always a senior, four or five managing editors, a business manager, assistant business manager, and an associate board—comprising in all about twenty-five men. The work of every department is sharply defined, and each man goes about his task systematically, knowing exactly what is expected of him and how to do it. In the editorial rooms there is usually to be seen around the desks a busy and well-ordered group of men, though they occasionally give themselves up to playful "rough-houses." As a rule, the offices are dense with tobacco smoke and littered with scraps of paper, which gives them the appearance of real reportorial rooms. This tends to impress the workers with the idea that they are engaged in doing the "real thing" in the newspaper line.

Assignments are given out each morning to members of the associate board and to freshman candidates trying for places on the staff, and these are due early in the afternoon. By five o'clock all the copy handed in has been read carefully, blue-penciled, corrected, and captioned properly, and is ready for the printer. Each day a different editor from the managing board takes entire supervision of the paper and is held responsible for everything that goes in. At first the candidates are allowed to collect news wherever they can find it, but as they show a certain aptitude for any special line of work they are assigned to that particular field, under the general direction of one of the managing editors. One man will be responsible for news concerning the track team, another for the crew, another for debates or lectures, and so on until the many branches of university interests are covered. Any rumors they may hear concerning information in another department they report in writing to the managing editor, who assigns an investigation of it to some of the more experienced men.

The instructions which every candidate for the board is expected to carry out in preparing "copy" are concise and to the point, as may be seen by the following excerpts:

- "A story can be made or marred in the telling. See that it is made. Re-write when re-writing is necessary.
- "Avoid looseness of construction. Use short sentences.
- "Cultivate clearness and terseness. Cut out 'ands' and 'whiches' wherever their elimination does not destroy the sense.
- "Have no introductions. Let facts begin your stories.
- "Remember that headlines are to tell the reader what the story is about.
- "Cut out all verbiage. Know what to leave out. Print only what is essential.
- "Allow no bias or editorial opinion to get into a news story. Avoid the use of extravagant expressions.
- "Never begin a sentence with a numeral, or a story with a date.
- "The managing editors will write the headlines. Leave space for them in your copy. One-half the first page is enough.
- "Copy must be marked with the name of the managing editor

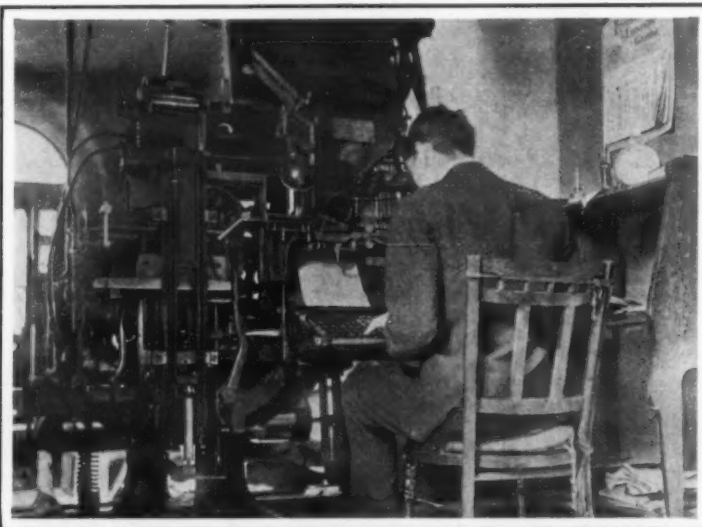
from whom the assignment is received with the name of the writer appended.

"Do not write anything but the story on the copy, and write only on one side of the paper.

"Remember that you are in a representative position—so write accordingly."

The *Daily Sun*, published at Cornell University, is a fine example of undergraduate journalism. Each issue contains eight pages and is always filled with interesting reading-matter. A large amount of advertising is carried, which enables the business manager to get out a large-sized paper and yet make it pay. The *Sun* approaches more nearly to the standards set by the large metropolitan dailies than do any of its contemporaries, and fully takes the place of a local newspaper with the students. By special arrangement with the *New York World* the Cornell paper receives each night by telegraph a short summary of the day's happenings, which is displayed on the second page under the caption, "Telegraphic News of the Morning." Besides news items of general interest, this special section contains weather-bureau reports for eastern and western New York and intercollegiate notes and happenings. The *Daily Sun* is published in the offices of the *Ithaca Chronicle*, the local Ithaca paper, as the students have not a press of their own. The *Yale News* has recently added a department similar to that of the *Sun*, entitled "The World at Large," which contains the important telegraphic news of the day.

Proof-reading, at its best, is not a very easy task, and many amusing typographical errors have been allowed to creep into college papers from time to time,



STUDENT OPERATING ON THE LINOTYPE MACHINE IN THE COLUMBIA "SPECTATOR" OFFICE.—W. P. S. Earle.

to the horror and dismay of the editors in charge. At one time a party of distinguished Frenchmen, including Senator Jules Siegfried, former French minister of commerce, and Prince de Broglie visited one of our big universities and were shown about the campus by members of the French department. The next day the college newspaper recorded the visit as that of "a party of distinguished Freshmen!" At another time, in an account describing the feats accomplished by the fifty strong men, who were winners in the intercollegiate strength test competition the night before, the participants were very much surprised to find that they were referred to as the "filthy" strong men by one of the leading college dailies whose pride it had always been to turn out a faultless paper. For a long time after the incident it was a standing joke at some of the colleges, when referring to the strong men, to call them "The Great Unwashed."

Spectator, published by the students of Columbia University, is the only college newspaper which owns and operates its own plant. The printing establishment adjoining the editorial rooms is fitted with a modern linotype machine and power press, and the work thus turned out is usually of the very highest character. When the new machines were being installed the student editors had a great deal of trouble. One evening, when the whole issue for the following day had been set up and was ready to be printed, the business manager, who was superintending arrangements then, discovered that something was wrong with the electric motor which was to furnish the power for printing. In despair he sent for an electrician to set things going, but that individual was as much in the dark as he as to the cause of the trouble, and the manager racked his brain for a plan whereby he might get his paper printed in time. Suddenly he remembered that there was a meeting of the freshmen going on at that moment in a near-by lecture-room, and in a twinkling he was standing on the platform addressing the new men. In a few minutes he had persuaded them that their sacred duty to their alma mater lay in helping him to get out the daily issue of their newspaper without fail; and for hours after that there was a relay of hot, weary, and perspiring freshmen, working over the paper until the last sheet

had been printed. They were compelled to take turns furnishing "leg power," in lieu of the impotent motor, and for days afterward felt the effects of the unusual exercise in every aching muscle of their bodies.

This same newspaper is very enterprising, and often, after some of the big basket-ball games held in the gymnasium, surprises the visitors and their friends by issuing, ten minutes later, an extra containing a "complete account of the game." To the uninitiated this feat seems nothing short of marvelous, but to those who know about the workings of a regular newspaper it is not so wonderful, but is, in fact, an everyday occurrence. The day's issue is set up in type and on the forms with the exception of the feature story—the basket-ball game, for instance. As the game develops, an account of it is telephoned by a student representative of the paper to the compositors, who set the story up, line by line, with great rapidity. Then, when they receive news of the final score, they add a line or two, close the forms, and hurry the edition on the press. The printing is the matter of only a few minutes, and before the spectators of the game fully realize that it is really over, there are enterprising students on the floor selling copies of the "basket-ball extra" as fast as they can take in the money. At these games there are often as many as fifteen hundred people, and it may be seen that if papers are sold to one-half or one-third the number present, there is quite a neat little profit made.

Between the daily newspaper and the fortnightly comic paper at college there generally exists a good-natured rivalry, owing to the great popularity of the two classes of publications. Whenever the "daily" reports some happening and is careless in its proof-reading, the comic paper is sure to pounce down upon the offending organ and hold it up to ridicule, often producing clipped excerpts as evidence. If there is any chance for a pun at the expense of the newspaper's title it is sure to be perpetrated, as in the case of the *Princetonian*, Princeton's daily, which has been nicknamed *The Daily Printsaggything* by the *Tiger*, the college comic paper.

Harvard men will never forget the day, six years ago, when the *Lampoon's* board of editors completely turned the tables on their unhappy brothers who edited the *Harvard Crimson*. For a long time there had been more or less friendly rivalry between these two papers, but nothing more serious than occasional gibes, thrusts, and squelches had occurred to mar their relations. This time, however, the scheming *Lampoon* editors decided upon a hoax that would live in the memory of college students for the rest of their days, and accordingly they set about publishing in secret a fake number of the *Crimson*, "thus saving the latter's editors whatever waste of brain-tissue may be involved in that process," as one of the conspirators afterward explained it.

The date chosen for its appearance was May 30th—Decoration Day—for the *Crimson* had previously (but inconspicuously) announced that it would not emerge on that anniversary. As the 30th fell on a week-day, however, no one was much surprised to find his usual morning paper at his door, looking just as usual. No one suspected that it was not the same old *Crimson* that he always saw. In fact, so perfect was "Lampy's" system that not a room was missed in the distribution, and many a fortunate student who had never seen a *Crimson* before now beheld one for the first time in its true colors. Before the immense edition was exhausted it had reached the hands of over five thousand Harvard men, women, and children; had been copied or written up in every large daily paper from Boston to San Francisco, and had driven some twenty or thirty *Crimson* editors nearly frantic with joy or admiration or something. It had sent many a would-be chemist to the medical examiner to be searched for germs, and many an embryo economist to the *Crimson* office to search for dollars he was not to find. For the *Crimson* editors, though delirious with joy, still retained sufficient force of habit not to disgorge a single cent of their ill-gotten gains, or to keep a single promise "Lampy" had made for them. Indeed, such was their ingratitude that they even called upon the police to stop the distribution of the paper. But it was too late. When, on Decoration Day a year later, they sat up all night with an injunction against another issue, it was too early for "Lampy" does "not repeat himself."

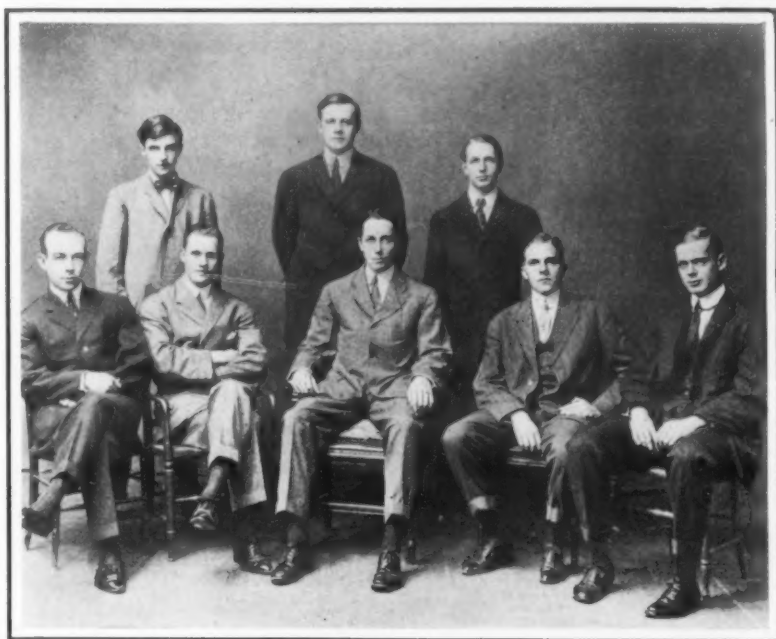
Columbia is soon to have a school of journalism, the gift of Joseph Pulitzer, of the *New York World*. It promises to give a strong impetus to undergraduate journalism and literary work. The Hon. Whitelaw Reid, of the *New York Tribune*, in speaking of journalism for college men, says: "There has never been a time in the history of colleges in this country when so many of their students have been looking forward to the possibilities of a newspaper career." And for this reason, if for no other, the training derived from work on a college newspaper is of inestimable benefit.

W. P. S. Earle

Leading Lights in College Journalism

MEN WHO MAKE AND MANAGE STUDENT NEWSPAPERS AT SOME OF OUR FOREMOST UNIVERSITIES.

See opposite page.



BOARD OF EDITORS OF THE "PRINCETONIAN."

Left to right, standing: A. Snyder Swartz, Walter J. Phillips, Robert C. Glenn. Seated: William A. March, O. Llewellyn Davis, associate editor; Robert C. Clothier, editor-in-chief; Henry L. Jones, business manager; Kenneth D. Miller, assignment editor.—*McManus*.

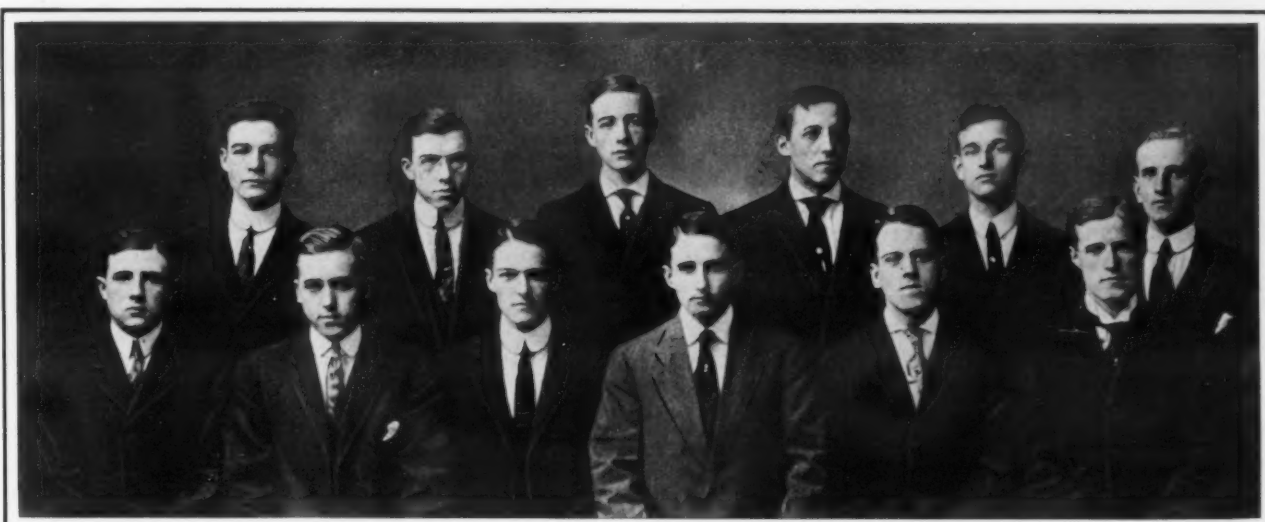


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FOSTER E. WARE,
Editor-in-chief of Columbia
"Spectator."—*Gessford*.



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NEWLY-ARRIVED POOR IMMIGRANTS ABOUT TO LEAVE ELLIS ISLAND FOR THE INTERIOR OF THE LAND OF OPPORTUNITY



WELL-DRESSED CROWD OF ALIENS SEVERAL MONTHS LATER WAITING ON A NEW YORK PIER FOR A VESSEL WHICH IS TO TAKE THEM BACK WITH MUCH MONEY IN THEIR POCKETS TO THEIR FORMER HOMES.

EBB AND FLOW OF THE TIDE OF IMMIGRATION AT NEW YORK.—H. D. Blauvelt.

Topics and Pictures Fifty Years Ago.

AS ENGLAND is now rejoicing over the record-breaking speed of the giant Cunarders, *Lusitania* and *Mauretania*, so fifty years ago was she celebrating the launching of the *Great Eastern*—up to that time and long afterward the largest vessel afloat. A unique method of launching was employed, for the great hull was made to slide into the water sidewise instead of endwise, the usual method. The plans included two inclined ways running from the keel to a distance of 300 feet down the river bank at an inclination of one foot in twelve. These ways were about 120 feet wide and were built at a distance of 120 feet apart. The substructure which carried the tracks upon which the cradles were made to slide was of immense strength and solidity. Under each way was driven seven rows of piles. These were forced down to the gravel-bed of the river, the first of them being under the ship's bottom and the last reaching to the low-water mark on the bank. The pile structure was covered with concrete to the thickness of two feet, above which were longitudinal timbers of great strength running the entire length of the way; above these piles, transversely, were timbers of the same strength, and the whole was securely bolted together. Upon these were laid the iron rails on which the ship was lowered. The bottoms of the cradles were shod with bars of iron seven inches wide by one inch thick, at a distance of one foot apart. They ran the entire length of the frames. The cradles were constructed of barks of timber wedged between the bottom of the vessel and resting upon the bars of iron just described. Reaching from these, beams and shores were placed so as to touch the side of the ship. They were firmly bolted

together and ballasted with iron to prevent the framework from rising with the ship when she floated. The barges shown in the foreground of the picture were secured to moorings on the other side of the river. The cables which held the ship passed across these barges, each of which had on board machinery capable of exerting a pull on the vessel of 240 tons. On the

one of the most picturesque figures in Washington, at Washington, D. C., November 21st, aged 83.

Brigadier-General George E. Pond, U. S. A. (retired), a veteran of the Civil War, at Winston-Salem, N. C., November 20th.

Rev. Dr. Alexander S. Twombly, a well-known Congregational minister and writer, at Newton, Mass., November 19th, aged 75.

Daniel Sinclair, editor of the *Winona Republican*, and formerly a prominent factor in national politics, at Winona, Minn., November 20th, aged 76.

General James S. Martin, a veteran of the Mexican and Civil wars, at Salem, Ill., November 20th, aged 82.

Professor Storm Bull, of the University of Wisconsin, an authority on steam engineering, at Madison, Wis., November 18th, aged 51.

George H. Day, manager of the Automobile Association of America, at Daytona, Fla., November 21st, aged 59.

Theodore F. Wright, dean of the New Church Theological School in Cambridge, Mass., and an expert archæologist, abroad, November 18th, aged 62.

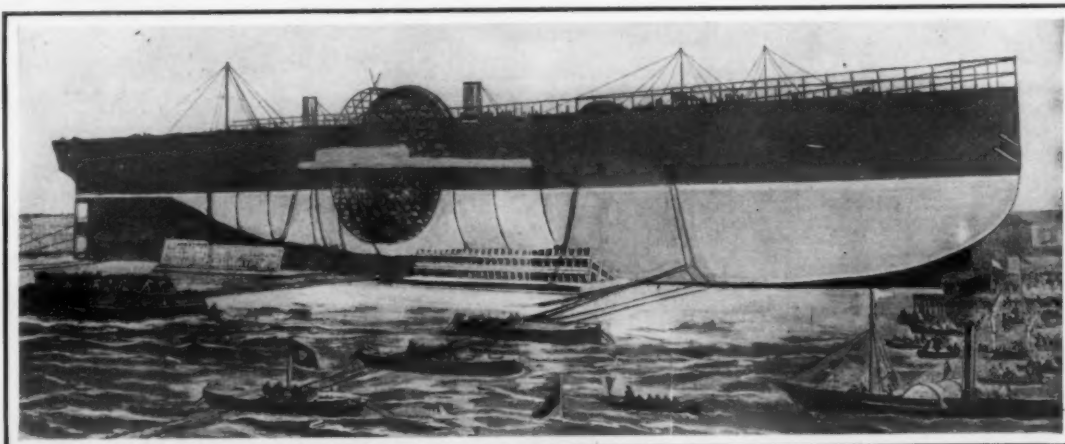
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APPARATUS FOR THE LAUNCHING OF THE "GREAT EASTERN" THE LARGEST VESSEL OF HER DAY. Reproduced from *Leslie's Weekly*, December 5th, 1857, and copyrighted.

shore side of the ship, hidden from view in the picture which we reproduce, were the drums on which were carried the chains which held the ship in position before the launching and whose turning, when the launching took place, allowed the immense mass to slide slowly down the ways.

Recent Deaths of Noted Persons.

FRANCIS THOMPSON, poet and author, in London, November 19th.

Edward A. Handy, general manager of the Lake Shore and Michigan Southern Railway, and a widely-known railway man, at Chicago, Ill., November 21st, aged 52.

John Wesley Matchett, a street evangelist, and

Preserving Stable Conditions in a Great Railway

By W. B. Hennessy

SO THOROUGHLY has the American public become used to the fallacious idea that the great transportation systems of the country are generally controlled by a single interest, that it was something in the nature of a revelation when the fact was disclosed that the Illinois Central stock was in the hands of a body of people so numerous and so widely scattered that the greatest difficulty was had in reaching them and securing their interested co-operation recently, when the contention between diverse interests required a full representation of the stock to pass upon questions of interest to the corporation.

The general usage of identifying a railroad property with an individual of dominating personality has had—unfortunately, as it now appears—the effect of conveying to the public mind the idea that these great corporations are the creatures of the individual, when, as a matter of fact, the ownership of the stock is often so widespread as to make the interest of the corporation identical with that of thousands of persons, often as remote as possible from the central body. If the case of the Illinois Central, in this particular, is common with that of other great transportation corporations, it is apparent that unthinking and unjustifiable attacks do not reach with destructive force the individuals at whom they are aimed, but, by decreasing the revenue-producing powers of a property, strike with paralyzing power the remote and unnamed individual whose savings are invested in the stock of the corporation. The captains of industry who have been so freely and viciously assailed by seekers for popularity, with the unthinking population that has no stake in the country, cannot be driven to utter destruction by these attacks. They are generally men of such resources in themselves that they cannot be smashed utterly. But the blows that would scarcely make a dent in the panoply of a Hill, a Harriman or a Gould would utterly smash and destroy the thousands of persons whose savings are administered by the corporations of which those chiefs stand at the head. When a stroke of business genius on the part of a great financier who has the direction of an industrial corporation makes it possible for him to increase the earning power of his capital by the extension or expansion of his business, the profits he insures for himself are, of necessity, participated in by thousands of people whom he never saw or heard of, but who are stockholders in the corporation the individual stands for.

The ramifications of the stockholding interests of the railroads of this country are not to be measured. They extend to the most remote parts of every State. In the villages and country towns, on the prairies of the West, in the rich bottoms of the Mississippi valley, and on the hills of New England are stored the certificates which stand for the ownership of the railroads of the country. There are more owners of railroad stock in the United States than there ever were pensioners on the government rolls, and the amount of money distributed yearly in dividends to this army of stockholders is vastly greater than was ever disbursed from the pension funds.

And it is this army of persons, this unidentified body of thrifty citizens, who have made the building of the railroads possible by their faith in the genius of the great industrial leaders, who now actually own the transportation systems. The public mind should be disabused of the idea that Wall Street owns the railroads. The Wall Street interest is not—in view of the developments incident to the Illinois Central stockholders' contention—worth while considering when the ownership of the railroads is in question. Wall Street may be allowed to look out for itself if it can, but to speak of the Wall Street interest and the railroad ownership of this country as being identical is—in the face of what the public is learning about the number and diffusion of the stockholding interests of the transportation corporations—absurd.

And it is not to be doubted that much of the pernicious activity that has been directed against the railroad corporations might have been nipped in an incipient stage if the stockholders themselves evinced the interest in the welfare of the properties in which they are concerned that they show in their other and more personal concerns. This great body of small capitalists is not now and has not been active in looking into, or after, the affairs of the corporations in which they are holders of stock. It is not to be expected that the general stockholders can exercise anything like a personal supervision of the affairs of these corporations. They invest in their stocks because they have faith in the capacity and integrity of the men administering the properties. Their situation generally precludes the possibility of their knowing the affairs of the corporation intimately, except upon the representation of the administrative officials of the company in which they are interested. So far they are justified in leaving well-enough alone so long as they get their dividends and the properties are so conducted as to preserve the rights of these owners.

But they should be more outspoken in avowing their interests. They are altogether too prone to sit in the background and let persons having no personal interest at stake discuss, even dispose of, the affairs of these corporate bodies without asserting their (the stockholders') rights as owners. It is an odd condition of mind which permits a man, who would be up and fighting in a moment if an attack was made upon

a firm of which he was a member, to pass unnoticed attacks that are made upon corporate properties of which he is an owner. The sense of responsibility that is imposed upon the partner in the firm is lost sight of by the individual who owns an interest in a large corporation. And this is what makes the weakness of the corporation where it should be strong. The number of owners of the corporation should bring to the aid of the central body the assembled intelligence of many individuals. They should be as ready to meet and repel an attack as they are strong in numbers. Yet it is an odd fact that those corporations which have been of the greatest importance as dividend producers to the largest number of individual stockholders have been directed and made profitable generally because of the strength and capacity of the men who administer their affairs, while they have not been at all defended from attack, either from without or within the corporate body, by the majority of the owners of interest.

It is impossible that there should be any other method of administering these great corporations than by a delegation of the powers of the stockholders to men who, by their knowledge of affairs and experience in special lines of work, are properly equipped for such administrative work. It is out of the question that the thousands of stockholders of the Illinois Central, for instance, should take an active part in the direction of the affairs of the corporation. But it is equally difficult to conceive of a state of affairs where a considerable body of stockholders should remain so far aloof from their own interests as to neglect an opportunity to care for their own by seeing to it that their stock is voted wisely and justly.

It is, of course, understandable that stockholders in a corporation whose affairs are so satisfactorily managed as are those of the Illinois Central Railroad Company would be perfectly content to allow the administration of the corporation to remain in the hands of the people responsible for the present splendid physical and financial condition of the company. But it is not to be understood—except in the light of the general indifference of stockholders in great transportation corporations—how any such body of investors should fail to make it their business to repel, by exercising the voting privilege of their stock, an attack upon a management which has produced the best possible results; which has given the railroad close business relations with other companies whose good-will is of the least importance in extending the traffic of the company; and which has demonstrated the highest efficiency in maintaining the physical health of the property.

No general indictment can lie against the stockholders of the Illinois Central for indifference to their interests, and there is demonstrable evidence that a majority of these stockholders are heartily in favor of the existing conditions. But it is, nevertheless, a fact that a very respectable minority of the holders of stock in the corporation have proceeded on the assumption that existing conditions will not be affected, and that they need not concern themselves. They depend upon the active majority to maintain the *status quo*. This dependence is, undoubtedly, justified by obvious facts, but this does not excuse the delinquent ones, and simply points the argument of the present writer that the actual ownership of the railroads of this country is not as active in protecting itself as it would be if the property in interest took some other form.

The Illinois Central Railroad is a corporation of tremendous importance in the richest country, in natural resources, in the United States. It has the initial handling of a traffic as varied in character as is possible within the extremes of latitude encompassed within the geographical boundaries of the country. In the primary markets on its lines it takes up for transportation to the consumer the grains of the North, the cattle of the West, the cotton and fruits of the South, coal, iron, and lumber. The volume of the commerce originating in its territory is tremendous, and the passenger traffic it handles is of every description, from the local and suburban business of the congested territory in and about Chicago to that originating in the sparsely-settled regions producing freight rather than passengers.

Its property and terminal interests are vast and varied, and the business the corporation does annually is to be reckoned in figures of such magnitude that they really convey no sense of what they mean.

But the potentialities of this system of railroads are not to be reckoned by the amount of business that it does in the country in which it operates. That business is to be taken for granted. If the Illinois Central had been content to exploit only the country traversed by its lines it would be a great railroad, but it would not be the tremendous factor it is to-day, not only in the transportation affairs of the middle West, but in the handling of a considerable portion of the traffic in freight and passengers of the whole country.

By a wise plan of expansion and extension directed by a master mind it has reached out on either side of its trunk line and established relations of such value that it takes much in the way of business that it would have to strive for—and probably could not get, any way—without these profitable alliances. And now it appears to have been attacked in its control

and management because it has formed these alliances, which are the sources of such strength and profit.

The history of the contention that has arisen in the holding interests of the Illinois Central has been much exploited in the press, and is of too recent date to require setting forth now. The essential feature of the present condition is an attack upon the management of the company by its former president, Mr. Stuyvesant Fish, who seeks reinstatement in his position. He has brought to his assistance a minority stock interest, and he makes certain allegations of changes in management and policy not in accord with the best interests of the corporation. It was apparent at the adjourned meeting of the stockholders held recently, that Mr. Fish and his adherents were very much in the minority, but it was also demonstrated that a considerable body of those stockholders who are content with the present conditions, and quite willing to go on drawing dividends from a company that is being wisely and faithfully administered along lines which obviously tend to an increase in both business and profits, had not sufficiently interested themselves in the affairs of the company to be represented at the stockholders' meeting. They are of that large body of stockholding small investors referred to hitherto who are derelict in their duty to themselves. There can be no possible doubt that they are satisfied with existing conditions, and therefore refrain from voting their stock. They may not be at all necessary to maintaining the satisfactory existing conditions, but they are not doing themselves or the company justice.

It is to these non-active stockholders, and others who might be affected to their disadvantage by charges made and stories put into circulation by the opposition to the present management, that President J. T. Harahan addresses himself in a circular promulgated about the middle of last month. In an even-tempered and business-like way Mr. Harahan deprecates the effort to "stir up dissension among the stockholders," and says that it is "peculiarly unfortunate in this time of political and economic unrest." And this sentiment must be subscribed to not only by the stockholders in the Illinois Central, but also by all persons interested in corporate capital. With a view to quieting any unrest and promoting unanimity of sentiment at the postponed meeting of the stockholders—which takes place in Chicago, December 18th—Mr. Harahan meets and disposes of the charges made—which involve no sort of culpability, and which could not be of any avail at any other period than this, when conditions are abnormal and the public mind is disturbed—in a frank statement which may be quoted from in some outstanding essentials:

"Effort has been made," said Mr. Harahan, "to create the impression that since Mr. Fish was retired as president, the Illinois Central Company has undergone an entire change in management. This is not true. Not a single officer of the company resigned when Mr. Fish retired, or has since resigned, except that W. J. Harahan resigned to accept service with another company. Not a single officer or executive official of the company has been removed since Mr. Fish's retirement." That seems to dispose specifically of the charge that there have been changes in management and methods—and this Mr. Fish has more recently admitted to be the fact.

The charge that there have been changes in policy detrimental to the interests of the company is met and disposed of by the bald statement that there have been "no changes in traffic relations with the Union Pacific or with the Southern Pacific railroads during the past year." The traffic arrangements with those companies are the same as they were during the presidency of Mr. Fish.

The insinuation that it is contemplated by the Illinois Central management to injure that company by diverting its traffic to the Union Pacific and the Southern Pacific lines is adverted to, but, of course, falls of itself. It would be a physical and commercial impossibility to divert the traffic originated by the Illinois Central to the roads named, for the reason that the country they serve does not buy the products of the Illinois Central territory—which is demonstrated by the fact that only eight-tenths of one per cent. of the tonnage of the Illinois Central was delivered to the Union and Southern Pacific roads during the last fiscal year.

The advantages derived from the interchange of traffic between the Illinois Central and the Union and Southern Pacific roads is strikingly illustrated by the fact that the Pacific roads mentioned delivered to the Illinois Central forty-six per cent. more tonnage than was delivered to them.

It has been and is the policy of the Illinois Central—in common with other wisely-directed transportation corporations—to effect and maintain such traffic relations with other companies as will prove most advantageous to its stockholders, and the tangible results already obtained prove the wisdom of the existing state of affairs in the traffic alliances of the Illinois Central. It means dividends to stockholders.

The facts stated effectively dispose of the contention made as to the value of the traffic relations with these companies. It is shown that it is in the power

Continued on page 550.

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Jasper's Hints to Money-makers

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THE recurrence of panics has been much discussed since the recent debacle in Wall Street. The ablest statisticians, financiers, and prophetic minds had fixed the date of the next panic as four or five years hence, but since the recent experience of our financial and industrial world—I might say present experience, for the end is not yet in sight—the prophets have been revising their figures. The figures of prophecy are always subject to revision. I have no doubt that the sudden check to our prosperity, following the terrific break in the stock market, might have been postponed for two or three years, or at least might have been experienced with much less of the shock of severity, had there been no such outburst of public feeling against the corporations as we have been having during the past year or two.

Secretary Cortelyou's very timely admonition to the people, to stop hiding their money, was accompanied with the statement "that if the money of the country, wherever hoarded, were at once put back to fulfill its functions in the channels of trade, there would be within twenty-four hours an almost complete resumption of business operations." There is a good deal of truth in this statement, and yet I doubt that it is fully justified. What this country needs is a moment of quiet thought, a period of meditation. Following the disclosures in the life-insurance investigation and an outcry by the muck-rakers against corporations generally—good, bad, and indifferent—a public policy was inaugurated by the President of the United States, and soon after by the Governors of many States, which intensified the broadening suspicion of corporate integrity.

Everybody conceded that evils had grown up in a few of our great railway and industrial corporations; that the stockholders' interests had not always been first considered, and that the managers of the property had taken advantage of their positions to enrich themselves. It is not fair to say that this condition existed everywhere. It was not even the general rule, but rather the exception, but the exceptional cases were so notable that public resentment was deeply stirred. As usual, the worst sufferers were the innocent. So it is now, that the men who had great wealth, are, in spite of the shrinkage in their fortunes, still counted among the rich men of our time, while thousands and hundreds of thousands of small holders of securities are placed in a condition of actual suffering by the lessened value of their investment holdings.

It is a fair question to ask whether we could not have washed our dirty linen in private rather than in public. As a rule, it is much wiser for a parent to punish an unruly child in the back yard rather than on the front stoop. It certainly has done this country no good, at home or abroad, to have the false impression go out that our rich men, our great corporations, and our leading railways are all saturated with selfishness and graft. There is no doubt that this false impression had very much to do with the distrust of our securities and their sacrifice at panic prices. It has had much to do with the hoarding of money by the panic-stricken depositors in our financial institutions, of whom Secretary Cortelyou so justly complains. On this point the statement of the leading financial publication of the country, *The Commercial and Financial Chronicle*, is significant. It says:

What produced the conditions that led the body of small and large capitalists (the classes of chief intelligence in the country) to draw out their bank balances and secrete them? It is the strenuous legislation that has in recent years been enacted, and the reckless, unthinking way it has been enforced by our President and his deputies that have destroyed confidence in all security values, and from that nerve centre the same lack has necessarily invaded our whole industrial make-up. Conservative

men who have spent their lives accumulating the little or much they possess suddenly have found their enterprises, and even their weekly needs, hazarded because value has so far gone out of their assets that if they were to liquidate to-day there would be little or nothing left. Consequently, it is not only important to have enacted a device for emergency issues of currency, but, far more than that, to have repealed some of the laws that have been passed, and the deputies most active in hounding their victims called in and muzzled. Until some progress toward those ends is seen to be making, confidence cannot be recovered and industrial progress be restored. Very likely we shall soon have easy money—affairs are working in that direction already—very likely, also, we shall soon be returning some of our recent imports of gold to Europe. Business expansion will follow, but only as the bands tightened by Federal and State legislation are loosened and enterprise is made permissible, can a renewal of prosperity get under way.

No one doubts that we are in the midst of a business recession. Every one wonders how far it will go. Many fear that it will go much farther and faster than we had thought. It hardly seems possible that we can have a prolonged setback in business in a country like ours, which is the world's storehouse of wealth, the great provider of food supplies, of cotton, and other raw materials for manufacturers—a country with such diversified agricultural, mining, and manufacturing interests, that is creating new wealth by the billion every year, and finding markets for its products throughout the world.

The depression has come upon us so swiftly and severely that the recovery should be equally swift and certain. The decided relaxation in business is bound shortly to relieve the stringency in the money market, and idle cash will then seek, not shun, the security market. It will be glad to invest in stocks and bonds, yielding much lower rates of interest than at present prices. It was only a year or two ago that gilt-edged securities were purchased freely on a 3-4 and 4 per cent. basis, and those who have the ready money to buy securities at panic prices will ultimately reap a good profit. We cannot have easy money until we have easy minds. I mean by this, that the country requires a more restful disposition, a reaction against the radicalism that has sprung up during the year. Conservatism must take the place of the clamor against corporations. Congress and our State legislators, Presidents and Governors, must be more eager to secure peace and tranquillity for the people, than personal applause or advantage for themselves.

It is not too much to say that if, at the approaching session of Congress, a decided tendency to conservative action be disclosed, the whole country will breathe easier and business will be better everywhere. What the country wants is rest and a chance to recuperate. If Congress will hold a short and business-like session, and if conservative candidates for the presidency are nominated next summer, it will only need a good outlook for the crops to start things booming once more, and to bring us back some of the wonderful prosperity that has so rapidly vanished. Every good citizen should get on the back of his congressman and insist on the prompt suppression of further attempts to legislate against the interests of our great industries and our great railroads. The first thing that Congress should do is to give us an elastic currency; second, it should repeal the odious, imperfect, and unjust Sherman anti-trust law, and, finally, it should carry out the recommendation of the President, to permit the pooling of railway earnings under proper supervision. If Congress would do these three things, pass its appropriation bills and adjourn, every one would be happy, and we would hear more of prosperity and less of the soup-house.

The persistent decline in the stock market has been the natural result of the liquidation of securities by those who had been holding them in the desperate belief that the outlook would improve. Every liquidation relieves the strain on the financial situation, and increases the hope that the worst has been passed. I do not think that the liquidation can go much further, though with the approach of the January settlements the strain may not be relaxed. The new year ought to bring us a better outlook, and I still believe that those who are able to buy securities at these panic prices will have reason to be grateful before another year has passed.

"M., Peoria, Ill.: I am unable to get a rating.

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They are not members of the New York Stock Exchange.

"E. T., St. Louis: Anonymous communications are not answered. Please read note at the head of my department.

"X. Y. Z., Newark, N. J.: Texas Pacific would have the preference over Car and Foundry at prevailing prices and under existing conditions.

"G., Troy, Indiana: I do not recommend the stock of the Teletop Company. Better buy something that is bought and sold on the exchanges.

"S., New York: Chesapeake and Ohio, after its very marked decline, looks like a fair speculation at prevailing prices, though my advice is to buy low-priced dividend-payers ranking a little higher.

"D., New Berlin, N. Y.: The Erie General 4s would have the preference from the investment standpoint, but Pacific Coast common from the standpoint of speculation. The recent statement of the earnings and assets of the latter was decidedly favorable.

"S., Waterbury, Conn.: I believe that the safest, in fact, the only thing, for the holder of stock to do, is to average up on declines, provided he can do this without margining his account. When the market has a turn for the better it will turn quickly. The short interest is large and may find it difficult to cover in some directions.

"B., Port Reading, N. J.: A man with \$500 could safely purchase fifteen shares of Ontario and Western, or ten shares of Kansas City Southern, preferred, or ten shares of Amalgamated Copper, or a less number of shares of Southern Pacific common with a good prospect of making a profit in time. 2. I would buy outright, and not on a margin, in such troublesome times.

"S., Indianapolis: The capital of the Pacific Wireless is \$5,000,000, par value \$10. I have not been able to ascertain whether it is yet working on a satisfactory and profitable commercial basis, as no financial report is available. It must be remembered that there is no monopoly in wireless telegraphy as there used to be in Bell Telephone. New systems are constantly being announced.

"M., Portland, Ore.: I know of no such woolen company. Have you not given me the name incorrectly? There is an American Woolen Company, paying 1-3-4 dividends quarterly on its preferred stock and showing a handsome surplus for the common. If the business recession continues to affect our manufacturing industries, such industrial stocks will suffer, but the preferred issues look cheap.

"A., Boston: Mortgages on real estate in the business centres of our great cities, and especially in New York, offer safe and permanent investments. Various companies deal in these securities. I cannot enter into the details, but you can get abundant information by writing, in reference to their 6 per cent. securities, to the American Real Estate Company, 628 Night and Day Bank Building, New York. Mention LESLIE'S WEEKLY.

"L. 286, 1. The statement you quote was not made by me. The inventoried value of the property shows that the stock is worth much more than the selling price, provided the company can continue to finance its operations. 2. Steel common seems to be protected whenever it declines toward 22. It is not as good as Ontario and Western, paying the same dividend and selling a little higher. I look for a decided slump in the earnings of the steel and iron companies, and especially of the Steel Trust.

"Ad., Schenectady, N. Y.: I do not know that Steel common and American Car and Foundry will drop to the low figure of 1904, when the former sold at 10 and the latter at 12, but I am satisfied that the shrinkage in the earnings will be very marked after the new year. Both are in a much stronger financial position than they were four years ago.

"P., Englewood, N. J.: 1. Consolidated S. S. Company has not yet paid the interest on its 4 per cent. bonds. They were disposed of to insiders at 25, and the rapid decline in the quotations has been due to the forced liquidation by heavy holders who had placed the bonds as security for loans and were compelled to sacrifice them when the banks refused to accept them longer as security. 2. I know nothing about it. It is not quoted on the Stock Exchange. 3. I do not recall such a suit.

"F., Toledo, Ohio: 1. Some dividend payers are yielding between eight and ten per cent. on present prices. 2. It would be too long a list for me to publish in my limited space. Drop a line to J. F. Pier-son, Jr., & Co., members of the New York Stock Exchange, 66 Broadway, New York, and ask them to send you Circular A 22, embracing a list of securities which yield the best returns to investors. They will also send you without charge their interesting daily market letter on application, if you will mention "Jasper."

"O., Alexandria, Va.: 1. You would be wiser to buy shares of a dividend-paying stock selling at low figures and in a well settled section. New York Ontario and Western, paying 2 per cent. around 29 or 30, is attractive. So is Kansas City Southern preferred paying 4 per cent. around 49 or 50. Kansas City Southern common, Texas Pacific, in fact, any of the low-priced railroad stocks, will, when things get better, have their day, but this may require some little time. 2. I doubt if you could borrow from the banks, to any great extent, on such non-dividend-paying stocks as you refer to.

"P., Elmira, N. Y.: 1. The Butterick Company passed its last quarterly 1 per cent. dividend on the ground that the money was needed in the business. 2. Yes. Mr. C. W. Morse was the promoter of the enterprise, which is capitalized at \$12,000,000. The bonded indebtedness is over a million. The business includes the Butterick Company's patterns and several magazines and fashion sheets. 3. I anticipate a decided shrinkage in business of all kinds this winter, unless the stringency in the money market can be speedily relieved. The last quarter of the year will show the lowest earnings, both for industrial and railroad companies.

"S., Harrisburg, Pa.: 1. The short-term notes of the railways stand ahead of the preferred stock, but not ahead of the bond issues. 2. The notes of the Southern Railway have had a serious decline because of the indisposition to buy the securities of a company subjected to great hardship from adverse legislation in the Southern States. The earnings of the company have shown a marked decrease. Some have suspected that Morgan interests have been seeking control by purchase in view of the fact that the trusteeship has expired. 3. Less than 4 per cent. was earned on the preferred stock last year, so that the 5 per cent. interest on the three-year notes is by no means assured.

"Adam., Marblehead, Mass.: 1. I know of no lawsuits of consequence against the American Ice Securities Company. All companies are constantly being sued in small matters, but this is nothing out of the ordinary. 2. Not unless it involved the financial integrity of the corporation. 3. Westinghouse around 35 would appear to be a good speculation except for the fact that no one likes to buy the obligations of a company that is in the hands of a receiver. 4. In the order of my choice for investment I would buy Manhattan Elevated, Southern Pacific preferred and New York Central. 5. Southern Pacific common and Union Pacific common are not strictly in the investment class, but are among the best of speculative investments.

"Pomona": 1. The Tobacco 6s are not a mortgage bond. A sinking fund of \$500,000 is to be paid annually to the trustee for the purchase of the bonds in the open market at not exceeding 120. 2. The 4s are debentures, but in case of default the 6s have preference over the 4s. 3. The American Ice debenture 6s have not been quoted recently. The company ought to have no difficulty in earning the interest on the comparatively small issue of these bonds, but nothing definitely can be said until the report of the year's earnings has been made public. I would not sacrifice them at present. 4. Tobacco or Paper preferred would have a preference over Enameling. 5. I would not sell my Southern Pacific preferred or anything else at this time, when prices are abnormally low, compared with what they have been.

"W. I. H. S., New York: 1. You must remember that it might be difficult for you to get your money, in case you needed it, because there would be no market for such a certificate as you refer to unless the company itself would buy it, and it distinctly says that it will only do this if it wishes to do so. 2. The 6 per cent. accumulative gold bonds of the American Real Estate Company of New York are secured by real estate in the city of New York. The interest is payable semi-annually. This company is well managed and has made very profitable real-estate investments. It owns and develops selected New York real estate, and for many years has earned and paid 6 per cent. Its assets at the close of last year were about nine and a half million dollars, and it reported a surplus of over a million and a half.

"Careful," Denver, Col.: 1. There is no difficulty about investing in the stock market. You can buy any number of shares, from one upward, provided you pay for it when you buy it. You have simply to write to a banker or broker and ask him to buy the stock at a certain price, mailing him your check at the same time for the required amount, or you can advise the broker to buy it at its lowest price at or about the figures you name. If he purchases it at a lower figure he will credit you with any surplus represented by your check, and if the stock costs a little more than you have sent, he will advise you and hold the shares until you remit the balance. 2. Write to J. S. Bache & Co., bankers, and members of the New York Stock Exchange, 42 Broadway, New York. They will be glad to send you a list of the stocks which, in their best judgment, are desirable purchases.

"A., New Orleans, La.: 1. I know of no safer and more profitable investment of their class than equipment bonds and car trust notes of the leading railroads. These are looked upon by careful investors as among the safe railway securities because the amount outstanding is small, and therefore well secured. The best list of these securities that I have seen has just been gotten out, in neat folder form, by Swartwout & Appenzeller, well-known bankers, 44 Pine Street, New York. It is a list well worth having, as a matter of reference. A copy will be sent you if you will address the firm I have mentioned and mention LESLIE'S WEEKLY. 2. Car trusts are secured by the equipment which they represent, and they are paid off at regular intervals. I know of none that have defaulted, and it is almost impossible for default to occur in view of the security behind the obligation.

"Bargains," Bangor, Me.: 1. I have felt very earnestly, during the past few weeks, that the stock market, so far as investment securities were concerned, was getting on a basis where the bargain counter was opening. You will be safe in making an investment in any of the good dividend-paying stocks, and there is comparative safety in buying, for a good advance, securities paying dividends and having speculative value. Of course I would only buy for cash and not on a margin, and only as much as I could pay for, so that if an unexpected calamity occurred I would not suffer too great a sacrifice. 2. You can buy any number of shares, from one upward. 3. Du Val, Greer & Co., members of the New York Stock Exchange in high standing, 74 Broadway, New York, would be glad to send you a list of high-grade stocks and bonds, selling at low prices. They will answer any question you may ask, and you can mention LESLIE'S WEEKLY.

"Investor," Louisville, Ky.: 1. A number of railroad stocks are now paying considerably more than 6 per cent. per annum on the cost. The best returns are yielded by Union Pacific and Southern Pacific common. These could be purchased recently on a basis netting over 9 per cent. The shrinkage in business would have to be very great to jeopardize the dividends. Earnings have been far in excess of the dividends. Both of these stocks, therefore, look among the cheapest on the railway list. 2. A list of railroad stocks showing their price, their dividend rate, and the amount they will yield to the purchaser at present prices, and also showing the earnings of the roads and how much they are making in excess of the dividend requirements, has been gotten out by Alfred Mestre & Co., bankers and brokers, and members of the New York Stock Exchange in high standing. This little table is of great interest and value just now. A copy will be sent you if you will address Alfred Mestre & Co., 62 Broadway, New York, and mention "Jasper."

"V., Glens Falls: 1. The Toledo St. Louis and Western 4 per cent. bonds around 57 look like one of the best of the speculative investment bonds when we consider the fact that the issue is not large and that the preferred stock which comes after the bonds has been paying 4 per cent. annually. Of course, if we are entering on a prolonged period of depression, the railroads will be bound to feel it, but I do not believe that the present outlook justifies such a fear. Hard times usually mean cheap money, and cheap money means a demand for investment securities. The buyer of these low-priced, fairly well-secured bonds ought to have a handsome profit within a year or two. The San Antonio and A. P. 4s guaranteed, principal and interest, by the Southern Pacific Railway, also look very cheap around 70. The guarantee ought to be worth something. The Rock Island 4s around 50, the Colorado Midland 4s around 55, the American Tobacco 4s around 50, are all attractive. 2. Kansas City Southern preferred around 50, paying 4 per cent.; Ontario and Western around 30, paying 2 per cent.; Southern Pacific common around 65, paying 6 per cent., and Amalgamated Copper around 45, paying 4 per cent., are all worth considering.

"B., San Francisco: 1. You would be wiser to take your \$500 and buy for a speculation a fairly good bond of a first-rate railroad company, which, under the pressure of liquidation, has greatly shrunk from its former high price. Such a bond is that of the Toledo St. Louis and Western Railroad, paying 4 per cent., and formerly selling at between 80 and 90. These bonds recently have been selling around 55, so that for a little more than \$500 you could buy a \$1,000 bond. The Rock Island 4s have had a similar decline. Both of these bonds ought to be well able to pay their interest charges in spite of the business recession, and at present prices net the purchaser almost 8 per cent. One of the best banking houses through which to purchase bonds is that of Spencer Trask & Co., leading members of the New York Stock Exchange, corner of William and Pine streets, New York. Write them for a list of the bonds they recommend. They will be glad to answer your inquiries, especially if you will mention "Jasper." You can also purchase railroad shares and curb stocks through this house, which has very extensive dealings in all investment securities. 2. It was in 1903 that the dividend on Steel preferred was not fully earned. It was paid in part from the surplus. The company has a large surplus, and I see no reason why it should not continue to pay the dividends on the common, for a time at least, whether earned or not.

NEW YORK, November 28th, 1907. JASPER.

Making Money in Mining.

THE shrinkage in the price of copper is the reason for the cessation of the dividends of the North Butte Mining Company and of the reduction or passing of those of other copper-mining properties which have been announced. Such dividends as are now paid are paid on the basis of earnings which are believed to be on a lower level than will again be reached, unless the business recession goes to greater extremes than is now apprehended. Taking these things into account, and the probability that the period of depression will be of shorter duration than that which has followed previous panics, it is apparent that holders of good copper-mining securities will make a grave mistake if they are frightened into selling them at present quotations.

"Mitchell," St. Paul: At this time I think it would not be advisable to make the purchase.

"H., Charlestown, Mass.: I cannot secure a quotation, and doubt if the bonds have value.

"F. C. H., Alaska: I doubt if anything is being done with it. No financial report is available.

"J., Leland, Ill.: From the best information I can glean, neither has much value. If I could sell I would.

"G. R. L., Milwaukee: I would not advise the purchase of either. The capital is too large and the value of the properties remains to be demonstrated.

"W., New York: Advice recently received regarding Greene Gold-Silver have not been encouraging. Colonel Greene appears to have troubles of his own.

"H., Greenfield, Mich.: It is an over-capitalized property, which has yet to demonstrate that it is worth the price at which the stock was offered and much of it sold.

"M., South Omaha, Neb.: I certainly do not advise you to gamble in the stock of the 3F Milling Co., even at ten cents a share. This is a good time to invest, but not to gamble.

"Mac," Bridgeport, Conn.: No quotation can be obtained. The only statement I have had is not altogether favorable, and I doubt if the shipments will be made within the time specified.

"Subscriber," Ohio: 1. Colonel William A. Farish is widely known as a mining engineer of ability. 2. It has been doing well, but is naturally affected by the serious decline in the price of copper. 3. I am unable to obtain a rating.

"W., Fort Atkinson, Wis.: At this time I do not recommend the purchase of the stock of the American Mexican Copper Co. It is a good way from the railway, and with the present price of copper this is an element to be considered.

"K., Columbus, O.: It is one of a number of copper mines developed in a section which is said to be full of copper, but which has not thus far been a great producer, because of the transportation difficulties. I regard it largely as a speculation.

"B., Industry, Pa.: The statements embraced in the circulars you send show that the property has apparently been sacrificed by the management. It is a good way from a railroad and is too highly capitalized. It will take considerable money to prove whether or not it has great value.

"L., Minneapolis: 1. Dividends were promised, but they were not paid. The company has spent a great deal of money on the property, and has constantly promised returns to the shareholders, but these promises have not yet been fulfilled. I see nothing to do but to await the outcome.

"Ad., Schenectady, N. Y.: 1. I would sell, in view of the uncertainties regarding the situation, and the report that the mine has been closed for reasons not explained. I am disappointed, also, that no report has been made by the president. 2. I am unable to say. 3. It seems so to me, because they are all selling at the lowest figures ever quoted.

"W., East Sherbrooke, Quebec: 1. I understand that he has been so busy with far-Western properties that he has not made the expected visit to New Mexico. 2. Their reference, as far as I was able to inquire, seemed very good. 3. Never having seen the property, I could not tell you. Much of it, I am reliably informed, was sold at a good deal higher figure.

"W., Waupun, Wis.: The Copper Belt Mines Company superseded the Copper Mining and Milling Company, and has thirty-five claims in Wyoming, on which considerable development work has been done, with promise of good results. The latest reports sent out by the company are favorable. I have no personal knowledge of the property, nor have I been able to find a mining engineer who has visited it.

"S., Brooklyn: I am told that the Mogollon continues to make an excellent showing of ore in the mine, but that recent litigation and the financial panic have seriously interfered with the plans of the president. Other mines in the camp, including one adjoining the Mogollon, have been reporting excellent returns. I hope the stockholders of the company will see to it that their interests are protected, for from all reports this mine has value.

"J., Chicago: 1. Yes; I believe that Anaconda, with a revival of interest in the copper market, will be one of the copper stocks that will show an advance. It may not come until after the next presidential election has been settled, and if a radical President should be elected, in my judgment, things would be worse. 2. Amalgamated Copper paying 4 per cent., and having an enormous property of great value and a very wide market for its shares, when things are active, has great speculative possibilities.

"J. G., New York: 1. The mill on the Sierra Con., recently erected, I understand, was put in perfect running order when, for some reason that I have not been able to understand, it was shut down, although I am told that large bodies of ore were ready to be worked. I cannot understand, in view of the statements made regarding the value of this property, why it has not been placed among the profitable producers. It certainly had every promise of becoming so. As to the future of the bonds, I am unable to speak. You should communicate with the management at New York. 2. At this time it is difficult to get quotations on stocks not listed on the exchanges.

NEW YORK, November 28th, 1907.

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A GOOD object-lesson from a life-insurance standpoint was taught by the recent panic. While many persons found their investments in securities declining greatly in value, and, owing to reduction or passing of dividends, had to submit to a lessening or a loss of income, there was great comfort in the position of the man who owned an annuity in a strong life-insurance company, or who had a paid-up policy, or who was about to realize on the full amount of his policy. And even one whose policy was still running, knowing that it had a substantial cash value and that he could raise money upon it in time of need, must have derived from that fact calmness and confidence. The future of a policy-holder's family is assured in the event of his death to the extent of the amount of his policy, so many a man whose fortune was entirely swept away must have been sustained in his misfortune by the thought that if he should suddenly be carried off his family would be measurably provided for. Whether in times of prosperity or in times of panic, there is no better investment than a sound life-insurance policy.

"W." Bridgeport, Conn.: The casualty company to which you refer has only been in existence three years. I would prefer an older and a stronger company. It will not be difficult to find one.

"S." Latrobe, Pa.: I would not think of combining speculation with life insurance. Many similar propositions have been offered, and usually such experiments have not been successful. 2. The Massachusetts Mutual of Springfield, Mass., is one of the best companies in New England. You might compare its policies with those that were offered you by the Connecticut company.

"Student," Syracuse, N. Y.: 1. Any man with good references can secure an opportunity to act as a life-insurance agent, and no capital is required. If you have tact, industry, patience, and judgment you can no doubt add to your income by soliciting life insurance. 2. You can get the facts, in reference to agency work, if you will address your inquiry to "Department S, Prudential Life Insurance Co., Newark, N. J."

"Inquirer," Guthrie, Okla.: 1. There is no reason why you should find it difficult to get the cost of such a policy as you seek. At your age, a policy for \$2,000 would cost you about one dollar a week, that is, a little more than \$50 a year. 2. There are several forms of policies, including those that provide for the payment of the full amount of the policy at your death to any designated party, and a policy that will give the full amount to you if you survive a certain period, say fifteen or twenty years, and to your relatives if you should die meanwhile. 3. If you are interested in life insurance, drop a line to "Department S, Prudential Life Insurance Co., Newark, N. J.," stating your nearest birthday, and ask for samples of the various kinds of policies and the cost of same.

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Powell—"He always said that he was wedded to his art."

Howell—"Well, he married a peach."

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Casting up Accounts.

Howell—"Were you sick going across?"

Powell—"There were many meals, my boy, that I had to charge up to profit and loss."

Any person wishing to purchase a strictly first-class piano is advised to visit the salesroom of Sohmer & Co., Sohmer Building, 170 5th Ave., New York City.

Preserving Stable Conditions in a Great Railway.

Continued from page 547.

of the Southern Pacific to divert much of the traffic it now delivers to the Illinois Central to competitors of the latter company at New Orleans, and quite practicable for the Union Pacific to give to competitors the traffic it now delivers to the Central at Omaha—and Mr. Harahan calls attention to the fact that the Illinois Central line was built to Omaha under the administration of Mr. Fish, and for the very purpose of getting this business. On the face of the showing it is demonstrated that the continuance of the traffic relations is essential to the best interests of the road. This policy must be maintained if the Illinois Central is to receive that share of the Pacific coast trade which is necessary to the interests of its stockholders.

A much more important charge was made specifically by Mr. Fish in a circular addressed to the stockholders September 21st last, in which he refers to the increase in net earnings during March, April, May, and June, 1907, as "wholly inexplicable and obviously inconsistent with the facts upon a proper accounting." The seriousness of this statement apparently impressed Mr. Harahan, for he meets it fully in his circular. He says:

The truth is that the reasons are perfectly plain why the net earnings of the company for the fiscal year 1906-1907, as compared with the preceding fiscal year, showed a gain for the first four months, a loss for the second four months and a gain for the third four months. The fiscal year 1905-1906 was a thoroughly abnormal year. During the first four months (July, August, September, and October, 1905) yellow fever prevailed at New Orleans and other points along the line in the South. Traffic was interfered with by quarantine regulations, business was paralyzed in the entire southern district, and there was a great deficiency in ocean-going vessels at New Orleans. In the second four months of the fiscal year 1905-1906 (November, 1905, to February, 1906) business was abnormally heavy. Yellow fever had ceased, and the traffic which had been delayed and obstructed during the outbreak crowded the lines. In the last four months of the fiscal year 1905-1906 (March to June, 1906) another abnormal factor appeared. A strike among the bituminous coal miners paralyzed coal movement and affected general business. The fiscal year 1906-1907 was a year of fairly normal and uniform conditions. Its first four months, as compared with the yellow-fever season of the preceding year, showed a gain. Its next four months, as compared with the boom period following the yellow fever, showed a loss. Its third four months, as compared with the coal-strike period, naturally showed a gain.

The gross receipts from coal alone in these four months of 1907 were \$449,470 more than in the same period of 1906. Moreover, this period in 1907 was one of special business activity.

On the face of the charges made and the statement of Mr. Harahan it is impossible to draw any other conclusion than that the affairs of the Illinois Central are on a sound basis; that there have been no deviations from the policy of the directors under the Fish presidency, and that the property is in a prosperous condition—which latter fact has been demonstrated to the ample satisfaction of the stockholders, and will undoubtedly result in the indorsement of the present management. Indeed, at no time has there been any real danger of a change being made.

But the case of the Illinois Central in this tempestuous contention within the corporate body exemplifies forcibly the fact that the real owners of the railroads—the stockholders—do not in all cases take the interest they should in the affairs and conduct of the company from which they draw their dividends. If they did, it would not be possible to embarrass the executive officers of the corporation, and threaten its profits by proposing changes desirable only because of the prejudices of persons in interest.

It is a business axiom that a good servant is worth his hire. It is a classic proverb that it is not good policy to change horses in the middle of a bridge—and the bridge upon which the corporation team is now drawing a load does not admit of too much shifting of weight.

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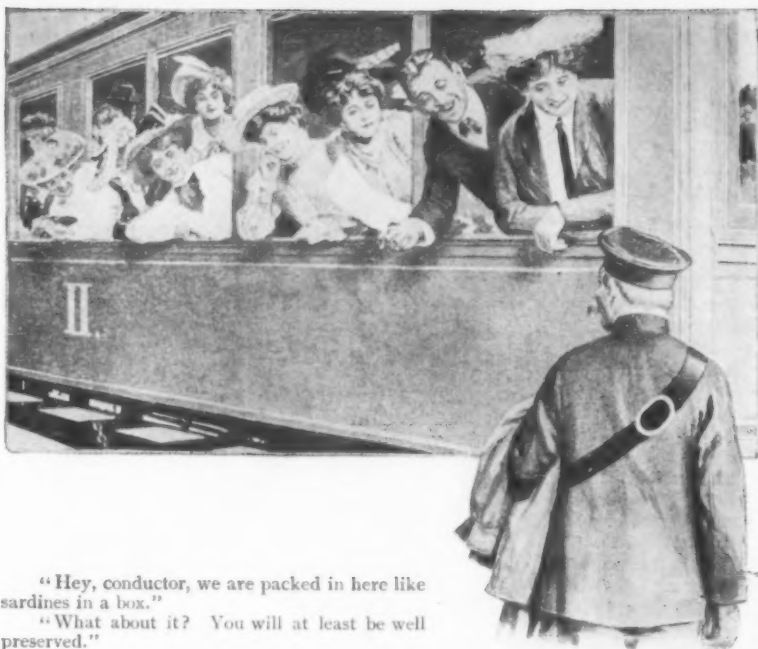
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